

**TRANSFORMATION of 19TH CENTURY İZMİR'S  
HARBOR ZONE and ITS URBAN FABRIC VIA  
MORPHOLOGICAL APPROACH**

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**by  
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## ABSTRACT

### TRANSFORMATION of 19TH CENTURY İZMİR'S HARBOR ZONE and ITS URBAN FABRIC VIA MORPHOLOGICAL APPROACH

İzmir, which has a considerable place among the Mediterranean port cities of the 19th century, is not only similar to other Mediterranean port cities due to its trade dynamics, but also differs with the diversity and political development of the actors who have a say in commerce.

After the industrial revolution, the hierarchical structure in world trade is reshaped with the expansion of the market area of trade. While industrial countries are at the top of the pyramid, the peripheral countries, whose economy is based on agriculture, are at the lower levels. The position that distinguishes the Ottoman Empire from the others is that it is the scene of the endless competition between industrialized European countries that will start from the 18th century and continue until the 21st century. İzmir is one of the plateaus of this competition. The city, which was considered the second capital center of the empire after Istanbul, especially in the 19th century, continues to be one of the most important ports. In this period, architectural and urban design-scale arrangements and innovations were made in İzmir by the Ottoman government and on a local scale, but especially the initiatives of western countries had a significant impact on the morphology of the city.

In this context, the morphological transformation of the city of Izmir in the 19th century, the location of Izmir in local, regional and global networks and its relations with which urban interventions will be evaluated through maps, drawings and documents related to railway and transportation, especially from the Ottoman archive records of the Presidency of State Archives dated after 1850. In this study, in addition to the previous Izmir narratives, the transformation and structuring of the parcels to be used for the Kordon region and mega transportation projects, which will serve especially the industry channels, will be studied at a lower scale. It is within the scope of the study to focus on how the urban fabric of İzmir harbor zone was transformed in the light of the historical and economic breaks experienced by the empire in this period, and to seek a new conceptual port reading for the 19<sup>th</sup> century İzmir.

**Keywords:** *İzmir in The 19th Century, Urban Morphology of İzmir, Morphological Transformation of İzmir, Mediterranean Port İzmir, Port City Morphology*

## ÖZET

### 19. YÜZYIL İZMİR LİMAN BÖLGESİ VE KENTSEL DOKUSUNUN MORFOLOJİK YAKLAŞIMLA DÖNÜŞÜMÜ

19. yy Akdeniz liman kentleri arasında hatırı sayılır bir yere sahip İzmir, ticaret dinamikleri sebebiyle öteki Akdeniz liman kentleriyle benzeştiği kadar ticaret üzerinde söz sahibi aktörlerin çeşitliliği ve politik gelişimi ile de ayrışır.

Endüstri devrimi sonrası dünya ticaretindeki hiyerarşik yapı, ticaretin pazar alanının da genişlemesiyle beraber yeniden şekillenir. Piramidin en tepesinde sanayi ülkeleri bulunurken ekonomisi tarıma dayalı ‘çevre’ ülkeler daha aşağı basamaklarda yer alır. Osmanlı’yı ötekilerden ayıran pozisyonu ise özellikle 18. yüzyıldan başlayıp 21. yüzyıla değin devam edecek endüstrileşmiş Avrupa ülkeleri ile arasındaki sonu gelmeyen rekabete sahne olmasıdır. İzmir bu rekabetin platolarından biridir. Özellikle 19. yy’da İstanbul’un ardından imparatorluğun ikinci kapital merkezi sayılan kent, en önemli limanlardan biri olma özelliğini de sürdürür. Tüm bu özellikleri İzmir kentini dönemin cazibe merkezi yapar. Bu dönemde İzmir’e mimari ve kentsel tasarım ölçeğinde düzenlemeler ve yenilikler Osmanlı hükümeti aracılığıyla ve yerel ölçekte yapılmakla beraber özellikle batılı ülkelerin inisiyatiflerinin de kent morfolojisi üzerinde önemli etkisi olmuştur.

Bu bağlamda 19. yy İzmir kentinin morfolojik dönüşümü, Cumhurbaşkanlığı Devlet Arşivleri Başkanlığı Osmanlı arşiv kayıtlarından ulaşılan özellikle 1850 sonrasına tarihlenen demiryolu ve ulaşım ile alakalı yeni harita, çizim ve belgeler aracılığıyla İzmir’in yerel, bölgesel ve küresel ağlar içerisindeki yeri ve ilişkilerinin hangi kentsel müdahalelerle değişim ve dönüşüme uğradığı değerlendirilecektir. Bu çalışmada önceki İzmir anlatılarına ek olarak, özellikle endüstri kanallarına hizmet edecek Kordon bölgesi ve mega ulaşım projeleri için kullanılacak parsellerin dönüşümü ve yapılanması daha alt ölçekte çalışılacaktır. Braudel’in Akdeniz kentlerine bakış açısından faydalanarak imparatorluğun bu dönemde yaşadığı tarihi ve ekonomik kırılmalar ışığında İzmir liman bölgesinde kent dokusunun nasıl dönüştüğüne de üst ölçekte odaklanmak ve 19. yüzyıl liman kenti için yeni bir kavramsal liman okuması yapmaktır çalışmanın kapsamındadır.

**Anahtar Kelimeler:** *19. yy’da İzmir, İzmir’in Kentsel Morfolojisi, İzmir’in Morfolojik Dönüşümü, Akdeniz Limanı İzmir, Liman Kent Morfolojisi*



*to precious İzmir...*

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# CHAPTER 1

## INTRODUCTION

### 1.1. Introduction

İzmir is one of the significant ports of the Eastern Mediterranean region. Especially, starting from 18th century city played a vital role in the Ottoman overseas trade between Europe. This important position brought out some novelties in order to improve trade roads for quick delivery and profit, Europeans were willing to construct and to get operating rights of railways in Ottoman Empire and with the same passions to construct modernized harbor. Although those developments are not the only modernized movements for the city, these were the most important architectural manifestation of the increasing trade volume. With the bursting trade volume of the Ottoman state with Western countries in the 19th century, İzmir entered a great development and transformation aspect of social, structural and economic. By examining this transformation journey of İzmir in the context of urban morphology, all those social, economic, and structural ruptures in the historic timeline analyzed and framed historically and theoretically in the aspect of this study's approach.

In order to clarify İzmir's transformation especially in the harbor zone while adopting the new era comprehensively, this study contains brief information of 19<sup>th</sup> century for both Ottoman Empire and Europe in addition to historical background of İzmir. Hereby, it is aimed to elucidate the urban transformation of İzmir as a Mediterranean harbor city in order to have holistic evaluation for other Mediterranean harbors. Hence, while constructing this holistic understanding, İzmir urban context will be studied specifically with all morphological components considering its unique characteristic.

#### 1.1.1. Problem Definition

The morphological transformation of the city of Izmir in the 19th century, the location of Izmir in local, regional and global networks and its relations with which urban interventions will be

evaluated through new maps, drawings and documents related to railway and transportation, especially from the Ottoman archive records of the Presidency of State Archives dated after 1850. In this dissertation, in addition to the previous Izmir narratives, the transformation and structuring of the parcels to be used for the *Kordon* region and mega transportation projects, which will serve especially the industry channels, will be studied at a lower scale.

İzmir joined Ottoman Empire in 1425 irrevocably. However, the city never found a place in the state's memory as ideological, political or commercial. Furthermore, Western Anatolia was a region to be protected and used its advantageous not to be restored or not to join their land to be developed. Ottoman Empire regarded İzmir as commerce center or harbor city when we came to the 16<sup>th</sup> century. 16<sup>th</sup> century can be defined as the period of expansion of trade between Western Asia and Eastern Europe in addition to Mediterranean. Nevertheless, according to Pamuk this expansion left its place with a long-term recession in 17<sup>th</sup> century. <sup>1</sup>As the model of economic growth in Europe changed in the 18th and 19th centuries, the European countries that merchandized in Izmir also changed. With the loss of power of the *Sultan* capitulations had been only works in favor of the Europeans. Till 18<sup>th</sup> century the most important privilege was liberalization of travel and trade within the imperial borders. On the other hand, Empire started to give the right of constituting their own courts to solve commercial disputes. Pamuk states that these conditions were inconsistent with the sovereignty of the empire. <sup>2</sup> Moreover, the customs duties paid by European merchants were kept at the lowest level, and also in most cases the foreigners paid less tax than the local merchants. In the following centuries, these practices put the Ottoman merchants in a difficult situation against the Europeans and they were adversely affected by this competition.

The growth of the textile industry in Western Europe required a market for both raw materials and final production of fabric. Izmir could meet both of them. <sup>3</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,

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

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

<sup>3</sup> Frangakis-Syrett, Elena. "Uluslararası Önem Taşıyan Bir Akdeniz Limanının Gelişimi: Smyrna: 1700-1914" *İzmir 1830-1930 Unutulmuş Bir Kent mi? Bir Osmanlı limanından Hatıralar*, translated by Işık Ergüden (İstanbul: İletişim Yayınları, 2009), 32.

olive oil and soap started to gain value. İzmir spread its role to the wider hinterland being as an exporter. At the same time, being an importer, it maintains and expands its redistributors 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.

Accordingly, Kasaba describes Western Anatolia as one of the first Ottoman area that was integrated into global networks.<sup>4</sup>One of the reasons of easily integration could be having an appropriate site where the transformation of distribution took place. From the totalitarian view Ottoman state was incorporated into the capitalist world economy as a whole in between the 1750s- 1810s.<sup>5</sup>

Moreover, Wallerstein states that international commerce does not happen within equals. Some countries (core or center) are more powerful economically than others. So, they merchandise with flowing surplus from weak countries (periphery).<sup>6</sup>Namely, the center-periphery or core-periphery model can be defined as a theory which describes the relationship between the advanced *core* and less developed *periphery* aspect of the structure of economic relations. In core-periphery theory proposes that the global economy is characterized by a relationship between economic centers that can be either powerful or not. On the other hand, central countries extract an economic surplus from peripheral countries as Wallerstein defines before by using military, political and trade dominance. Distribution system development and industrialization are milestones for this theory.

Accompanier of this social change adjoined region to the system occupy a determine position in within the capitalist world economy. Kasaba defines peripherality as one of these positions.<sup>7</sup> According to him peripherality involves dependence to other centers of gathering which are core and semi-peripheral countries. In this manner Wallerstein underlines that for some countries the ratio of centrally-specific production and peripheral production is almost equal. While some countries are exporting centrally-specific products to peripheral countries, they are also exporting peripheral-specific products to core countries.<sup>8</sup> Because of this reason, it is possible to say that there are

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<sup>4</sup> Kasaba, Reşat. *The Ottoman Empire and The World Economy The Nineteenth Century* (New York: State University of New York Press, 1988), 6.

<sup>5</sup> Kasaba, *The Ottoman Empire and The World Economy The Nineteenth Century*, 35.

<sup>6</sup> Wallerstein, Immanuel. *Modern World System in Long Duree*, (Londra: Routledge, 2004), 32.

<sup>7</sup> Kasaba, *The Ottoman Empire and The World Economy The Nineteenth Century*, 5.

<sup>8</sup> Wallerstein, Immanuel. *Dünya Sistemleri Analizi*, (İstanbul: BSGT Yayınları, 2011), 175.



semi-peripheral regions which have exclusive political system within the operation of world economies. In this wise, it is not risky to name İzmir as semi-peripheral region.

In order to improve trade roads for quick delivery and profit, Europeans were willing to construct and to get operating rights of railways in Ottoman Empire. Firstly, four English entrepreneurs obtained a concession from the Ottoman Empire for the construction of a railway between İzmir and Aydın on September 23, 1856. The central station of railway was established in Punta where outside of the city center in 1858.<sup>9</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 a British company that named *Smyrna-Cassaba* Railway Company in 1863. The development of this transportation system that links İzmir to the fertile lands of the Western Anatolia has made the city as a center of attraction for the products of the entire region.<sup>10</sup> With railways, the caravan system came to a full stop. These constructions also changed schema of hans because offices replaced with accommodation with goods. Big mansions turned into hotels around *Basmane* that still protects its facilities today. Moreover, with railway constructions mega form of city has been changed. In other words, transportation system transformed city structure. For instance, *Buca* was developed via line from *Basmane* in addition to that *Bornova* and *Karşıyaka* became more developed through *Alsancak's* line.

Additionally, through feeding from the insurance and banking activities construction of railways and docks were as an infrastructure investment. Furthermore these railways made their institutionalization in the city much easier.<sup>11</sup> In the 19th and early 20th centuries, İzmir continues to be the most important part of Ottomans in trade with the West and the second center of the bank of the empire after Istanbul.<sup>12</sup>

With the increasing trade volume of the Ottoman state with Western countries in the 19th century, İzmir entered a great development and transformation aspect of social,

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<sup>9</sup> Bilsel, Cana, "Modern Bir Akdeniz Metropolüne Doğru" in *İzmir 1830-1930 İzmir Unutulmuş Bir Kent mi? Bir Osmanlı Limanından Hatıralar*, edited by Marie-carmen Smyrnelis translated by Işık Ergüden, (İstanbul: İletişim Yayınları, 2009), 148.

<sup>10</sup> Bilsel, "Modern Bir Akdeniz Metropolüne Doğru", 150.

<sup>11</sup> Kaya, Alp Yücel. "19. Yüzyıldan 21. Yüzyıla İzmir Ekonomisinde Süreklilik ve Kırılmalar" in *Değişen İzmir'i Anlamak* edited by Deniz Yıldırım and Evren Haspolat (Ankara: Phoenix Yayınevi, 2010), 60.

<sup>12</sup> Frangakis-Syrett, "Uluslararası Önem Taşıyan Bir Akdeniz Limanının Gelişimi: Smyrna: 1700-1914", 44.

structural and economic. In the same manner, westernization and integration processes parallel to each other began to oppose the dominant sector of the society and state in the second half of the nineteenth century. Bruce Masters claims that the process that began with the vision that involves very active change in the political plane, gradually transformed into an obedience and adaptation effort to external dynamics.<sup>13</sup> Thus, from his point of view with the rapid spreading of economic and political power of industrialized Europe, Ottoman Empire dragged into the period of integration and exploitation which was quite compatible with Wallerstein's model of peripheralization. Transformation meant *Westernization* more and more together with the other meanings, such as progress and modernization. In the meantime, West legitimized the overwhelming influence and pressure over state, economy and society.

Thus, known as the modern capital of Asia Minor and also superior emporium of Levant, İzmir in 19<sup>th</sup> century was 'West of the East or the East of the West, a city betwixt and between'<sup>14</sup> hosts many people from all around the world and their reaction to these, namely, quick changes also affect and makes this harbor city more exclusive in every aspect.

### **1.1.2. The Aim of the Study**

Regarding these economic ruptures on the historic timeline of the city, it is aimed to evaluate the mega form of the city within considering port-city features in terms of harbor. Because of commercial and industrial transaction changed İzmir's topography and demographic structure, İzmir became the growing point of two different correlated networks: Commercial representatives and consulates came from Amsterdam, London, Marseille and Venice and basically non-Muslim Ottoman provided service to them. Additionally, there are still Muslim population that were located away from sea somehow. It is quite possible to determine that increasing trading volume and its demographic results shape city's morphology with an additional linear zone within the traditional pattern of the city.

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<sup>13</sup> Masters, Bruce "İstanbul: İmparatorluk Payitahtından Periferileşmiş Bir Başkente" in *Doğu ile Batı Arasında Osmanlı Kenti, Halep, İzmir, İstanbul*, (İstanbul: İş Bankası Kültür Yayınları, 2012), 96.

<sup>14</sup> Zandi-Sayek, Sibel, *Ottoman İzmir The Rise of a Cosmopolitan Port, 1840-1880*, (London: University of Minneapolis Press, 2012), 9.

In this inquiry, it is also aimed to discuss the built environment of İzmir after modernizing harbor and constructing railway transformation. In addition to İzmir's morphological response to these changes on plan scale it is also quite important to visualize spatial alteration on eye-level naming them potentially. It is also important to watch changing coastline within years. Because from antiquity till even today Aegean Sea would be a land reclamation area. Even though the story of filling sea around port construction years were known, there are still missing parts such as where was from material to fill, parcelling and condemnation issues. In addition to examine spatial transformation, it is aimed at collecting data about this process.

Additionally, common morphological patterns that a new commercial network are directed to harbor within traditional city for remarkable Ottoman port cities such as Alexandria, İskenderun, Beirut, Mersin, Trabzon, Samsun, Salonica and İstanbul. Besides having port city features, their situations are also parallel that because of being peripheral cities, although they may have differences. Examining İzmir considering these comparisons within qualified parameters would contribute to literature.

Hence, this study seeks to answer following questions;

- How can the changing relation between living quarters of commercial representatives and citizens examine via city maps and governmental records with the help of traveler's manuscripts considering İzmir's phenomenal boom starting from the 17th century?
- Besides determining İzmir's urban fabric on plan level, is it possible to visualize the built environment of İzmir potentially marking important buildings which reflect internal and external modern attempts?
- It is possible to observe understanding of new publicity considering built environment especially in seafront, how did affect people's experience of the city considering daily life experience?
- Through *Tanzimat* major reforms, how imperial bureaucracy organize social life by structuring new institutions?
- Especially in the 18<sup>th</sup> and 19<sup>th</sup> century İzmir was the pioneer figure of Ottoman cities in the world economic system. Could it be possible to find responses spatially by overlapping maps of İzmir?

- Regarding detailed insurance maps of city, how spatial transformations around İzmir aspect of structural, social, economic and, political can be examined in closer scale by searching typo-morphological approach?
- After questioning morphological patterns of harbor zone in İzmir, is it possible to settle and suggest a new Mediterranean harbor model within traditional Ottoman port cities?

In seeking answers to these research questions, urban growth of the city will be evaluate not only considering 19<sup>th</sup> century but also trying to widening time-span forward and backward to clarify frame historically. Accordingly, this study starts with the questioning of how the morphological approach applied to 19th century's İzmir by involving ruptures in the historic timeline of this harbor city.

### 1.1.3. The Methodological Approach of the Study

In the larger frame of this study will build on the qualitative research methodology. Additionally, although interpretive historical research is on the upper scale, it is also fed from a constructionist approach and, additionally lays on the grounds of primary and secondary sources and visual materials interpreted through the content. In this manner Crotty defines constructionism as “all knowledge and therefore all meaningful reality as such, is contingent upon human practices, being conducted in and out of interaction between human being and their world, and developed and transmitted within an essentially context.”<sup>15</sup> Accordingly, Tekeli defines history as re-establishing past through language by using documents, evident and artefact from olden.<sup>16</sup> Similarly, according to Heidegger, the world is always and already there and constructionist along with interpretation brought the world and objects which might be meaningless.

Moreover, Groat and Wang declared that collecting data can be counted as the first step of qualitative research as if it is also valid for interpretive research.<sup>17</sup>

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<sup>15</sup> Crotty, Michael. *The Foundations of Social Research: Meaning and Perspective in the Research Process*, (London: SAGE Publications, 1998), 42.

<sup>16</sup> Tekeli, İlhan. “Toplumsal Tarih Yazımı Metodolojisi Üzerine” in *Birlikte Yazılan ve Öğrenilen Tarihe Doğru* (İstanbul: Tarih Vakfı Yurt Yayınları, 2007), 50.

<sup>17</sup> Groat, Linda and Wang, David. *Architectural Research Methods*, (New Jersey: Wiley, 2013), 137.

Understandably, interpretive historical research is immanent to qualitative research. As a significant position of this inquiry all kinds of printed material which were mainly named as archival sources such as maps, gravures, postcards, photographs, governmental records are examined to interpret urban context of İzmir in a multidimensional way.

In addition to that, the organization of data can be made through identification of sources, eliminating sources, personal note taking or summarizing evidence and observations. After that, organized data becomes valuable in many ways. Searching and evaluating phases are implicit in one to another. Therefore, it is possible to add on data or removing information can be done in two-way. The last phase of interpretive research is narration. The necessity key start point of a valid and reliable historical description is a demonstrating of events described took place in the actual flow time.<sup>18</sup> In other words, an author of historical narrative is responsible from not breaking the line of historical flow.

Atkinson and Coffey claims collecting and consumption of documentary data is also an internal section of qualitative research as Groat and Wang were formulated.<sup>19</sup> Constituting a methodological framework for the analysis is quite important. Classification of documents with a conventional point of view considering them in a representational way provides an analytical approach to resources. This analytical perspective constructs the distinctive and special mode of data representation for further stages of research.<sup>20</sup> According to Groat and Wang, data collecting or literature review can be used to define scope study, to identify the topic of inquiry and to realize the present environment of study. Additionally, Minor claims that while reviewing, texts are not only others manuscripts, documents or readings they also contain history, tradition, culture, philosophy, economy, ideology of religious or political issues.<sup>21</sup> Thereby, research is beyond intertextuality related with literature that was done before. However, it is related to participation in the cultural and discursive space of the work. In this context, İzmir with its multiethnic and multinational resources provides a wide range of data in order to investigate this city aspect of interrelated urban space and institutional relations.

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<sup>18</sup> Groat and Wang, *Architectural Research Methods*, 138.

<sup>19</sup> Atkinson, Paul and Coffey, Amanda. "Analyzing Documentary Realities" in *Qualitative Research* edited by David Silverman (London: Sage Publications, 2004), 58.

<sup>20</sup> Atkinson and Coffey, "Analyzing Documentary Realities", 60.

<sup>21</sup> Minor, Vernon Hyde. *Sanat Tarihinin Tarihi*, translated by Cem Soydemir, (İstanbul: Koç Üniveristesi Yayınları, 2013), 290.

However, to deal with all this amount of data in the analytical way the main apparatus is the morphological approach. Urban morphology is a common field of study shared by architecture, urban planning, and geography that aims to examine the change and transformation processes resulting from physical and socio-spatial criteria from perspectives of different schools, theories, and techniques.

In this study, instead of questioning singular spatial traces, urban morphology is used to evaluate spatial qualities all together. According to Birik, when we examine urban space, built environment, socio economic and cultural marks as a whole we will have necessary information about that urban space's place and relation in its local, regional, and global web. In addition to that, those sets of information shape through holistic morphological approach by questioning which urban dynamics and structural interventions have undergone change and transformation, breaking points and whether there is continuity of the qualities that form urban space or İzmir in this case.

Karl Kropf classifies urban morphological view as spatial analytical, configurational, process typological and historico-geographical. The last two is chosen morphological methods for this thesis. Kropf explains the process typological approach as:

“...The approach they developed seeks to inform their architectural and urban proposals with an understanding of the built environment by examining its detailed structure and the historical process of its formation.”<sup>22</sup>

According to him the historico-geographical approach was identified as:

“... The historical-geographical approach to urban morphology is rooted in and well summarized by the work of the geographer M. R. G. Conzen. The aim of Conzen's town-plan analysis is to explain the geographical structure and character of towns through a systematic analysis of their constituent elements and development through time. he begins by distinguishing five general aspects:

• site • function • townscape • social and economic context • development

Within the townscape, he distinguishes three form complexes:

• town plan • land utilization pattern • building fabric

The town plan is itself subdivided into three complexes of plan-elements:

• street system • plot pattern • building pattern”<sup>23</sup>

Those two morphological methods which are typological and historico-geographical are the two main titles will be applied on this thesis in order to clarify

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<sup>22</sup> Kropf, Karl. “Aspect of urban form” in *Urban Morphology*, 13(2):105-120, 2009, 112.

<sup>23</sup> Kropf, “Aspect of urban form”, 114.

dynamic structures of the 19th century İzmir especially on harbor zone within all historic and geographical foundation. Correspondingly, the main focus of the study is the morphological transformation of the city.

Accordingly, Groat states that, first of all "the inquiry is systematic" in some way but no need to be equated with experimental or positivist understanding. Mainly, research contains collected, recorded and somehow categorized information piles about a range of phenomena and experience in reductant way. It is obvious that although the inquiry is systematic or not as a matter of fact all research is a reduction of former studies. In the second place, she criticized the situation of always associating knowledge creation with research studies. According to her even well-known grand geographical or biological theories consist quite new knowledge, their way is not the only way to obtain knowledge.<sup>24</sup> Considering all of these definitions of architectural research can be summarized as “a systematic inquiry whose aim is communicable new knowledge of understanding”.

To sum up what interpretive research requires with its phase basically as

- Searching for data (published or unpublished),
- Identification and organization of collecting data,
- Evaluating that data and constructing a description of assessment in a totalitarian way without becoming distant from truth value.

From this perspective, regarding to mentioned phases, data is acquired by archival research and collected data will have classified specific to İzmir and also belonging historical era and, examined via morphological approach in this study.

### **1.1.3.1. Archival Research on 19th Century İzmir: Maps, Printed and Visual Media, Postcards, Commercial Annuals, Harbor Records,**

It is possible to observe spatial changes in İzmir aspect of parcelling, roads, density of housing, and landmarks via maps of Gravier d’Ortieres (1685), Joseph Pitton

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<sup>24</sup> Groat and Wang, *Architectural Research Methods*, 7.

\* This section partially presented in This section partially presented in CIRICE 2018 VIII Convegno Internazionale di Studi/Napoli La città Altra/The Other City with the name of “Changes on Urban Structure of İzmir in the 19th Century”, 25- 27<sup>th</sup> October, Università Degli Studi Di Napoli Federico II, Napoli.

de Tournefort (1717), J.D. Barbie du Bocage (1780), Thomas Graves (1836-37), Luigi Storari (1850), Lamec Saad (1876), Demetrius Georgiades (1885), Baedekers (1905) and Charles Edward Goad's Smyrna Insurance Surveys (1905) respectively. Thus, built environment corresponds this changes year by year that could be observed. Divided neighborhood of İzmir (Muslims, Jewish, Armenian, Levantine, Rum) started to combine somehow, traditional commercial zone extended to new areas. In order to understand the response of city fabric, it is aimed to handle city maps on a historical timeline with the help of engravings, written records, governmental records and photos from late periods.

As an important backbone of this study, mentioned maps are the base maps to observe change in terms of mega form. In addition to these there are also other city maps and regional maps and, plans of institutions which are found from basically The State Archives of Presidency of the Republic of Türkiye-Ottoman Archive complex in İstanbul (COA), Ahmet Piriştina City Archive and Museum (APİKAM) and, ARKAS Art Center in İzmir, Suna & İnan Kıraç Research Center for Mediterranean Civilizations (AKMED) in Koç University and, SALT Research Institute in İstanbul. Additionally, databases, some research centers and libraries, private collections and, social platforms enriched the content. Thus, to enlarge the frame international open access libraries and their collections are also used.

Moreover, state archives support the thesis, especially aspects of written materials such as commercial annuals and harbor records. In addition to that, this study is fed from *Şeriyeye Sicilleri*. Although the records are belonging to Aydın province, İzmir is the center of that province.

Accordingly, İzmir becomes more popular around travelers that it is possible to name them as diplomats, intellectuals, naturalists, archeologists, novelists, painters, merchants, sailors, soldiers, engineers, and even spies. In addition to them there were exceptional writers as Montesquieu that wrote about İzmir although he had never been:

“...I found that only Smyrna could be seen as a rich and powerful city.”

in his book *Persian Letters*.<sup>25</sup> Although orient attracted western people every time, it would be hard to describe İzmir for travelers because of facing with as well as a western

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<sup>25</sup> Maeso, Jean Luc. "Echoes of a City: an Invitation to a Journey", in *Smyrna in the 18th and 19th Centuries: A Western Perspective*, (İzmir: Arkas Sanat Merkezi, 2013), 36.



city. Lamartine emphasizes a European society that had freedom with ignoring İzmir was a Turkish city under control of Ottoman State with the mostly Ottoman population that stay as citizen of emperor. <sup>26</sup> In addition to these names D'Arvieux (1653), Tavernier(1656), Spon (1675), De Combes (1686), Montraye (1699), Tournefort (1702), Tollot (1731), Thompson (1733), Couffier (1776), Sestini (1778) are the important figures to record about İzmir.

Furthermore, printed and visual media and postcards are the witnesses of an era when İzmir is the second biggest city of the Empire after İstanbul with its vivacious pace. It is possible to see the port with full of ships and architecture as background accompanying the social structure of the period in almost every image.

### 1.1.3.2. Literature Review

Using literature review for a research inquiry in a coherent way is described by Groat and Wang as<sup>27</sup>

- to identify and connect the topic of research to disciplinary sources.

In that sense for this study in order to understand the history of İzmir in general Beyru's and Atay's books draw a historical description of the city. Although Atay's *Tarih İçinde İzmir* <sup>28</sup> gave detailed information about history of İzmir from antiquity to 19<sup>th</sup> century, Beyru's *19.Yüzyılda İzmir Kenti*<sup>29</sup> and *19. Yüzyılda İzmir'de Yaşam* <sup>30</sup> specialized on 19<sup>th</sup> centuries cosmopolitan İzmir. *İzmir Rıhtımında Ticaret, Kordon Boyunda Yaşam 1610-1940*<sup>31</sup> is considerably helpful to understand how harbor shaped in centuries, what are the dynamics of structural changes around port starting from constructing consulate buildings to fire of İzmir in 1922 and republican İzmir.

On the other hand, they are not talking about the political situation that İzmir took place in Ottoman Empire aspect of being secondary port city after İstanbul however untended city without such investment. At that point Daniel Goffman is reference guide to internalize how Ottoman Empire approaches to the city both utilizing political attitude

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<sup>26</sup> Maeso, "Echoes of a City: an Invitation to a Journey", 41.

<sup>27</sup> Groat and Wang, *Architectural Research Methods*, 49.

<sup>28</sup> Atay, Çınar. *Tarih İçinde İzmir*, (İzmir: Yaşar Eğitim ve Kültür Vakfı Yayınları, 1978).

<sup>29</sup> Beyru, Rauf. *19. yy'da İzmir Kenti*, (İstanbul: Literatür Yayıncılık, 2011).

<sup>30</sup> Beyru, Rauf. *19. yy'da İzmir'de Yaşam*, (İstanbul: Literatür Yayıncılık, 2000).

<sup>31</sup> Atay, Çınar. *İzmir Rıhtımında Ticaret, Kordon Boyunda Yaşam 1610-1940*, (İzmir: İzmir Ticaret Odası, 2012).

for other countries that empire compete and cities of empire beyond Istanbul. In addition to that, he also describes İzmir from the point of Europe in spite of actors of west were always changed in centuries from Italian city states to Northwestern countries. In the way of Goffman, Necmi Ülker's unpublished thesis *The Rise of İzmir 1688-1740* also evaluates city from both two perspectives but only one century in detail. His thesis and other writings in encyclopedias specialized on commercial movements of İzmir through its harbor with archival records.

Even though the diversity of narratives exists the construction phase of harbor is classical. As an architect Cana Bilsel<sup>32</sup> gives important dates of construction and analyzed aspect of urban history roughly how it shaped around these new decisions. On the other hand, Atay<sup>33</sup> gives more detailed information with maps. Additionally, Kütükoğlu follows the same strategy supported information with original documents of the era and proposed drawings during the project. It is possible to follow the process in the light of agreement samples step by step in Kütükoğlu.<sup>34</sup> Moreover, Atay gives architectural details of harbor as harbor as length of port's wall is 3245 m and the part of 1250 m belongs to commerce and harbor administration. Rest of the harbor can be used as promenade that wideness of pavement is 18.75 m covered with paving stone. Harbor has two piers or in other words breakwater on south and north direction which 55 meters wide and 218 meters long. North pier involves new custom buildings and shops.<sup>35</sup> Although we have all detailed information after construction and before there is no such attempt to visualize. It is important to add that Beyru is trying to read changes and transformation through maps year by year.<sup>36</sup> Kayın makes this sort of evolution in his PhD thesis by specialized one building group which are hostelry buildings that transformed after railway station as socially, economically within urban conditions.<sup>37</sup>

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<sup>32</sup> Bilsel, Cana. "Ideology and Urbanism during the early republican period: two masterplans for İzmir and scenarios of modernization" METU Journal of Faculty of Architecture, v.XVII (1997):13-30, Ankara.

<sup>33</sup> Atay, Çınar. *Osmanlı'dan Cumhuriyet'e İzmir Planları*, İzmir: Yaşar Eğitim ve Kültür Vakfı Yayınları, 1998.

<sup>34</sup> Kütükoğlu, Mübahat, "İzmir Rıhtımı İnşaatı ve İşletme İmtiyazı" in Tarih Dergisi, v.32, 1979: 495-558.

<sup>35</sup> Atay, *Tarih İçinde İzmir*, 97.

<sup>36</sup> Beyru, *19. Yüzyılda İzmir Kenti*, 54.

<sup>37</sup> Kayın, Emel. "Historical Evolution of Hostelry Buildings with Particular Reference to Those Within the Inner-City of İzmir from the 17th to the First Quarter of the 20th Centuries" Unpublished PhD dissertation, İzmir: Dokuz Eylül University, 1998.

Moreover, combining maps with photographs and panoramas to obtain spatial reconstruction of İzmir quay is held in the book of *The Smyrna Quay: Tracing a symbol of progress and splendor* by George Poulimenos and Achilleas Chatziconstantinou.<sup>38</sup> In order to revive quay, all buildings are explained with their history addition to illustrations which are drawn from thousands of photos and postcards.

- to ground the project in the proper theoretical / philosophical / epistemological starting points

Wallerstein's peripheralization theory<sup>39</sup> and some other articles by Kasaba<sup>40</sup> and Tekeli<sup>41</sup> that supported this theory are the main framework of the theoretical approach of study in brief. It is also important to mention about Braudel<sup>42</sup> and Pamuk<sup>43</sup> and their books and articles are used to understand general skeleton of economic condition of Mediterranean and Ottoman world. In order to draw panorama of 19th century, Jürgen Osterhammel's *Dönüşen Dünya Küresel 19. Yüzyıl Tarihi*<sup>44</sup> has been a constantly referenced book.

- to respond or in some other way contribute to, the stage of knowledge on the subject and lastly to focus methodological approach

In this study, under the light of using primary sources that involves archival records there is also interpreting them in a certain method which is urban morphology. Rossi, Conzen, Larkham, Kropf, Whitehand, Ünlü are some of the important theoreticians and authors that study fed from to obtain methodological framework. Additionally, literature review defined as explanatory system by Chris Hart that his lists helped to classify resources<sup>45</sup>:

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<sup>38</sup> Poulimenos, George and Chatziconstantinou, Achilleas and Mansel Philip. *The Smyrna Quay: Tracing a Symbol of Progress and Splendour*, (Athens: Kapon editions, 2019).

<sup>39</sup> Wallerstein, Immanuel. *Modern World System in Long Duree*, 2004.

<sup>40</sup> Kasaba, Reşat. *The Ottoman Empire and The World Economy: The Nineteenth Century* (New York: State University of New York Press), 1988.

<sup>41</sup> Tekeli, İlhan. "Ege Bölgesi'nde Yerleşme Sisteminin 19. Yüzyıldaki Dönüşümü", in *Ege Mimarlık*, III/4, 1992.

<sup>42</sup> Braudel, Fernand. *The Mediterranean and the Mediterranean World in the Age of Philip II*, (California: University of California Prees), 1996.

<sup>43</sup> Pamuk, Şevket. *Osmanlı'dan Cumhuriyet'e Küreselleşme, İktisat Politikaları ve Büyüme*, İstanbul: İş Bankası Kültür Yayınları, 2008.

<sup>44</sup> Osterhammel, Jürgen. *Dönüşen Dünya Küresel 19. Yüzyıl Tarihi*, translated by Mustafa Tüzel, İstanbul: İş Bankası Kültür Yayınları, 2022.

<sup>45</sup> Chris Hart, *Doing a Literature Review* (California: Sage Publications, 1998), 14.

- what are the key sources
- what are the key theories
- what are the major issues and debates about this topic
- what are the epistemological and ontological grounds for this discipline
- what are the main questions and problems that have been addressed to research

From his point of view classification of literature and data can be made inappropriate way. In addition to that organization of data can be made through the identification of sources, eliminating sources, personal note taking or summarizing evidence and observations. After that, organized data becomes valuable in many ways. Searching and evaluating phases are implicit in one to another. Therefore, it is possible to add on data or removing information can be done in two-way. The last phase of interpretive research is narration. The necessity key start point of a valid and reliable historical description is a demonstrating of events described took place in the actual flow time.<sup>46</sup> In other words, an author of historical narrative is responsible from not breaking the line of historical flow. Accordingly, the following table of classified resources represents existing literature of İzmir according to their content, scope, method, and period.

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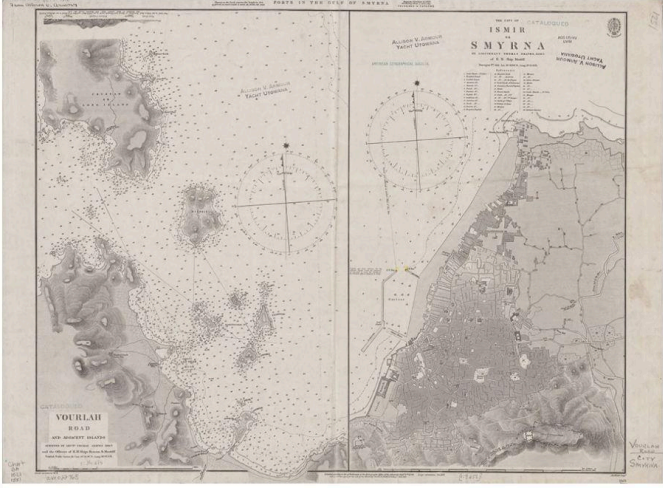
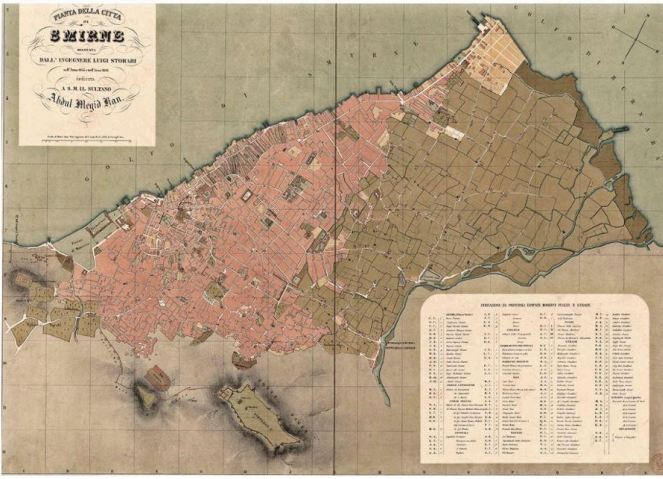
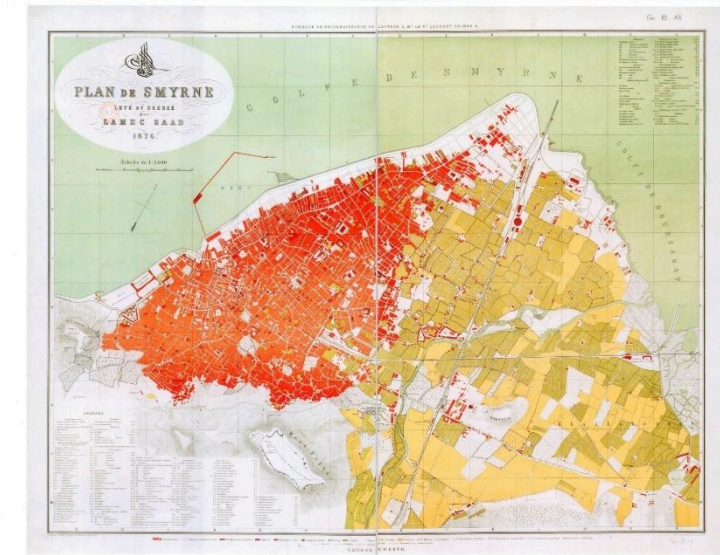
<sup>46</sup> Groat and Wang, *Architectural Research Methods*, 138.

Table 1 İzmir base maps in chronological order

<p>This is a hand-drawn map of the Gulf of Smyrna, titled 'Plan de la Baie de Smyrne &amp; du Golfe'. It shows the coastline with various inlets and islands. Key locations labeled include 'Métélin', 'Cap Calaberne ou Cap Boreau', and 'Smyrne'. The map is oriented with North at the top.</p>	<p>Gravier d'Ortieres (1685)</p>
<p>This is a more detailed map of the Bay of Smyrna, titled 'Baie de SMYRNE'. It shows the bay and surrounding land with topographical shading. Key locations labeled include 'Métélin', 'Cap Calaberne ou Cap Boreau', 'Rade de Smyrne', and 'Smyrne'. The map is oriented with North at the top.</p>	<p>Joseph Pitton de Tournefort (1717)</p>
<p>This is a detailed map of the city of Smyrna and its surroundings, titled 'Smyrne'. It shows the city's layout, including the harbor, the city walls, and the surrounding landscape. Key locations labeled include 'Smyrne', 'Rade de Smyrne', and 'Métélin'. The map is oriented with North at the top.</p>	<p>J. D. Barbie du Bocage (1780)</p>

Cont. on the next page

Table 1. (Cont.) İzmir base maps in chronological order

 <p>A detailed nautical chart of the harbor and city of Smyrna. The chart shows the coastline, harbor, and surrounding land with various navigational markers, soundings, and compass roses. The title 'SMYRNA' is prominently displayed at the top center.</p>	<p>Thomas Graves (1836/7)</p>
 <p>A cadastral map of Smyrna, showing the city's layout with a grid of streets and buildings. The map is titled 'SANTA DELLA CITTÀ DI SMIRNE' and includes a legend and a list of streets in the bottom right corner.</p>	<p>Luigi Storari (1850)</p>
 <p>A cadastral map of Smyrna, showing the city's layout with a grid of streets and buildings. The map is titled 'PLANE DE SMYRNE' and includes a legend and a list of streets in the bottom left corner.</p>	<p>Lamec Saad (1876)</p>

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Table 1. (Cont.) İzmir base maps in chronological order

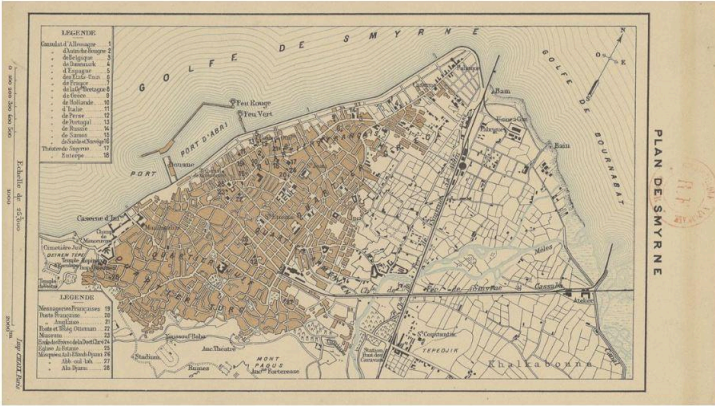
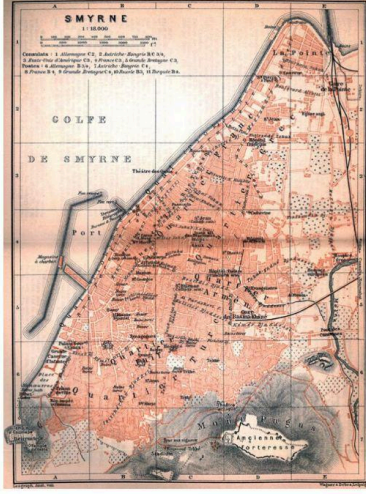
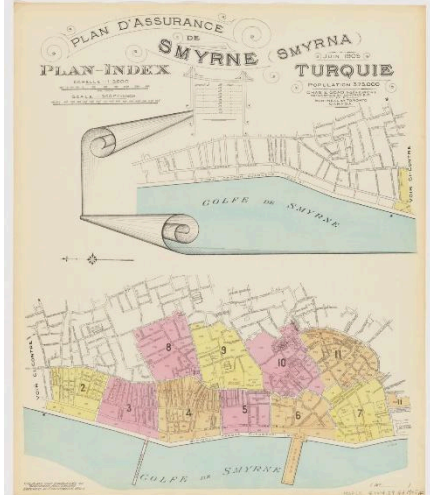
	<p>Demetrius Georgiades (1885)</p>
	<p>Baedekers (1905)</p>
	<p>Charles Edward Goad (1905)</p>

Table 2. Primary Resources Subjected to İzmir

RESOURCE	Antiquity	Byzantine Period	Ottoman Period (15th-20th)	Republican Period (20th-today)	Content / Scope /Method
Atay, Çınar. <i>Tarih İçinde İzmir</i> , 1978	✓	✓	✓		Holistic historiography of İzmir / From antiquity to First World War / Using chronological construction within subtitles supported by illustrations and images
Atay, Çınar. <i>Osmanlı'dan Cumhuriyet'e İzmir Planları</i> , 1998			✓	✓	Maps and engravings of İzmir / Showing spatial changes without interpretation / Chronological construction of illustrations without detailed hinterland supported by traveler record
Atay, Çınar. <i>İzmir Rıhtımında Ticaret, Kordon Boyunda Yaşam 1610-1940</i> , 2012			✓		Historiography of trade in İzmir through centuries / Brief history of before Ottoman period and dramatic turning points of city with explanatory texts / Chronological array but within designing photo and story system that it is hard to follow respectively
Batur, Enis. ed. <i>Üç İzmir</i> , 1992	✓	✓	✓	✓	Many articles from Tekeli to Kasaba that grouped under subtitles chronologically / History of İzmir / Mixed methodologies of authors within articles, general approach is chronological narrative of İzmir's history

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Table 2. (cont.) Primary Resources Subjected to İzmir

Beyru, Rauf. <i>19. yy'da İzmir Kenti</i> , 2011			✓		Brief information before 18th century's İzmir and detailed historiography between 18th-20th century / Lifestyle of, demographic situation and trade of İzmir in the light of especially Frenk Street and neighborhood / Chronological historiography supported by pictures, drawing and maps using especially French and English archival records.
Beyru, Rauf. <i>19. yy'da İzmir'de Yaşam</i> , 2000			✓		Historiography of social life in 19th century / Research on social life beyond commercial life and physical structure / Public life is supported by drawings, maps and travelers records
Bilsel, Cana. "Modern Bir Akdeniz Metropolüne Doğru" 2009			✓		Expression of physical situation of İzmir in 19th century especially / Railways and Harbor Construction within Modernization of Empire and City / Using archival record of French consulates about İzmir port detailed with <i>Tanzimat</i> regulations.
Bilsel, Cana. "Ideology and Urbanism during the early republican period: two masterplans for İzmir and scenarios of modernization" 1997			✓	✓	Mega projects of Republican İzmir / City Plans of İzmir and its history / Interpreting modernization movements aspect of urban history using plans of important planners

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Table 2. (cont.) Primary Resources Subjected to İzmir

Frangakis-Syrett, Elena. "The coastal trade of the Ottoman Empire, from the mid-eighteenth century to the early nineteenth century" 2009			✓		Mediterranean trade of İzmir / History of port from 17th to 19th century in detailed 18th century / Obtaining trade inventory of İzmir from the point of secondary sources together with archival consulates records
Frangakis-Syrett, Elena. <i>18. yy'da İzmir'de Ticaret (1700-1820)</i> , 2006			✓		Mediterranean trade of İzmir including caravan trade from inner hinterland / History of commercial life in İzmir specialized on 18th century / Trade inventory of exporting and importing goods supported by amounts of them from primary sources
Frangakis-Syrett, Elena. "Commerce in the Eastern Mediterranean from the eighteenth to the early nineteenth centuries: the city-port of İzmir and its hinterland", 1998			✓		Trade of İzmir including sea and caravan / Especially in 18th century together with early nineteenth century / Historiography of commerce within detailed inventory records
Goffman, Daniel. "İzmir: Köyden Kolonyal Liman Kentine", 2012		✓	✓		History of İzmir aspect of port city feature / Narrating history from establishment of Ottoman İzmir to port city especially in 17th and 18th century / Interpretative historical research of Ottoman İzmir and European Ottoman
Goffman, Daniel. <i>Osmanlı Dünyası ve Avrupa 1300-1700</i> , 2014		✓	✓		History of Ottoman Empire from institution of early modernization / Ottoman relations with Europe especially Western Europe through Western Anatolia / Historiography of empire chronologically with inferences of author

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Table 2. (cont.) Primary Resources Subjected to İzmir

Goffman, Daniel and Aksan, Virginia. The Early Modern Ottomans / Remapping the Empire, 2007			✓		Ottoman History after conquest of İstanbul, specialized on Süleyman The Magnificent and relation with West / Historiography of attempt of Ottoman modernity with many articles from many authors / Interpretative historiographies of Ottoman Modernization including İzmir city and its port.
Greene, Molly “Akdeniz’de Osmanlılar”, 2007			✓		History of Ottoman in Mediterranean Sea / Starting from early navies of Ottoman to sea wars / Chronological interpretative historical approach to Mediterranean Ottoman
Güçer, Lütfi. "XVI-XVII Asırlarda Osmanlı İmparatorluğu'nun Ticaret Politikası", 1987			✓		Economical Analysis of Political Situation in 16th and 17th century / Port of İzmir along with other port cities such as Aleppo, İstanbul / Analytical approach to commercial life of Ottoman Empire supported with datas aspect of commercial products
Kasaba,Reşat. The Ottoman Empire and The World Economy the Nineteenth Century, 1993.			✓		Theory of core-periphery considering Ottoman Empire / Description of World Economy aspect of Ottoman Empire starting from 17th but specialized on 19th century / Applying Wallerstein's theory of peripheralization considering social, economical and political conditions

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Table 2. (cont.) Primary Resources Subjected to İzmir

<p>Kaya, Alp Yücel. "19. yy'dan 21. yy'a İzmir Ekonomisinde Süreklilik ve Kırılmalar",2010</p>			✓	✓	<p>Economical breakdowns of İzmir and Ottoman empire within continuities / Considering especially 19th and 21th centuries İzmir that era includes two world wars / Analyzing economical conditions of İzmir from the point of harbor especially and applying world system theory</p>
<p>Kütükoğlu, Mübahat. "İzmir Rıhtımı İnşaatı ve İşletme İmtiyazı" 1979</p>			✓		<p>Detailed information about construction of harbor / Starting from getting prerogative from state to build port to finishing construction including very first drawings of proposal and records of traffic of vessels for İzmir's harbor comparing before after / Historiography of construction of port by just using primary sources from original drawings to copies of agreements</p>
<p>Serçe, Erkan. <i>Tanzimattan Cumhuriyet'e İzmir'de Belediye 1868-1945</i>, 1998</p>			✓	✓	<p>Establishment of Municipality in İzmir before its constitution and until modern regulations of municipalities / Change of understanding what municipality from Tanzimat to Republican Period with its approaches to İzmir / Historiography of Municipality with archival records which are supported by secondary sources</p>

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Table 2. (cont.) Primary Resources Subjected to İzmir

<p>Poulimenos, George and Chatziconstantinou, Achilleas and Mansel Philip. <i>The Smyrna Quay: Tracing a Symbol of Progress and Splendour</i>, 2019</p>			<p>✓</p>	<p>Concetrated on Smyrna Quay / Includes architectural plans and reconstructions, photos and postcards / Using over thousands of picture drawing panorama of quay to represent Ottoman port-city İzmir</p>
<p>Zandi-Sayek, Sibel. <i>Ottoman İzmir: The Rise of Cosmopolitan Port 1840-1880</i>, 2011</p>			<p>✓</p>	<p>History of Ottoman İzmir aspect of its port / Starting from end of 18th century to mid 19th century including constitution of municipality and construction of harbor, change of sea shore including İzmir's social life and changing demographic situation / Interpretative study on İzmir approached from almost every field such as political, economical, religious and social.</p>
<p>Zandi-Sayek, Sibel. “Bayramlar ve Tören Alayları : 19. Yüzyılın İkinci Yarısında Ritüel ve Politika”, 2009</p>			<p>✓</p>	<p>Usage of Konak, Frenk Street and Kordon during ceremonies both imperial and religious / Historiography of festivals depends on religion or sects including imperial celebrations including proclamation of Second Constitutional Period and so on / Comparison of these celebrations and their spatial responses aspect of urban history and architectural history using a narrative language</p>

#### 1.1.4. Structure of Thesis

It is aimed to construct this thesis with an appropriate fluency to have integrated steps. In this perspective, first chapter is introductory part of the study and consist of problem statement, aim and scope of the study, methodological approach and literature review are clarified. The contribution of this research in the literature by explaining the theoretical framework is also discussed. Besides, short historical brief of İzmir is given and what sets it apart from others is explained in historical frame work again briefly. Subsequently, data mining and literature review examined to replace this study in the context of its theoretical framework by considering the studies in this field done by so far.

In the second chapter, urban morphology as a methodological approach is explained in detail. Additionally, definition of harbor city clarified and specialized Mediterranean harbor city section elaborated with narration of Eastern Mediterranean cities briefly. Explaining port-city models to situate İzmir as semi-peripheral port city in research despite of their position in the urban studies that those models appear in the field with the purpose of enucleate industrial port cities

Title of the third chapter is Morphological Approach to 19<sup>th</sup> century İzmir as a Harbor City. This section consists of extensive İzmir narration as a harbor city starting from its historic and conceptual evaluation within its political, social and economic dynamics and actors in the 19<sup>th</sup> century. On the purpose of grounded this city and its reactions in terms of urban development to changing world, there is also Late Ottoman narration to conceptualize its new institutions.

After drawing the panorama of era by centering around İzmir, transformation of city is examined via mega projects which are renovation of port, construction of railways and with counting in new operational reconstructions. Therefore, typo morphological analysis has been done at the harbor zone by considering urban fabric evaluation in general with closer scale various maps. Solid void relation by the help of Goat maps to clarify new quay and the back of it. Associatively, infilling parcels and condemnation issues and redesigned urban territories is discussed. City and suburban relations is also examined aspect of typo morphological after state and European entrepreneurs' attempts.

The discussion continues with evaluating morphological transformation of city as a whole by keeping the thematic perspective of discussion wider from 15<sup>th</sup> to 19<sup>th</sup> even early 20<sup>th</sup> century. Furthermore, after examining macroform of city by evaluating

transformation, comparing İzmir as a port city with its contemporaries especially with Ottoman port cities moves the discussion to a proposal for a new port model.

As a consequence, in Chapter 5 dissertation overviewed and evaluated by proposing a new port city model as specific to 19th century' İzmir. The possibilities for further studies are also discussed and suggestions are given for next steps.



## CHAPTER 2

# URBAN MORPHOLOGY OF HARBOR CITIES FROM A METHODOLOGICAL PERSPECTIVE

In this chapter, morphology is detailed as a methodological approach to explain the evaluation of İzmir as harbor city in the following chapters considering the issues of geographical position, commercial relations, social structure and administrative status by using cartography as another entity aspect of methodology. Additionally, definition and assessment of the port city is examined in the context of being a Mediterranean port city by positioning İzmir as a port city, as well.

### 2.1. Urban Morphology

Morphology can be defined as the figure, form or outward appearance of any object simply. Morphology, in general, is a discipline of science is examined forms and totality of forms which are combined together. In addition to all generic definitions of morphology, it is an important field in urban studies. Morphology, in that sense, analyzes the formation and transformation processes of all tissue elements (which are building, plots and streets, etc.) belonging to the physical environment within the framework of socio-spatial parameters. Accordingly, Madanipour states that ‘urban morphology is the systematic study of the form, shape, plan, structure and functions of the built fabric of towns and cities.’<sup>47</sup>

In a broader sense, Larkham and Jones states that urban morphology is *the study on urban form*.<sup>48</sup> Urban form can be defined as the physical patterns (building intensity with plots, relationship of streets, heights of structure), layouts (plan scheme including open spaces and public facilities), and structures themselves (aspect of style, material, etc.) that compose city as communally. Hence, urban morphology is the examination of

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<sup>47</sup> Madanipour, Ali. *Design of urban space: an inquiry into a socio-spatial process*, (New York: Wiley, 1996), 31.

<sup>48</sup> Larkham, Peter J. and Jones, Andrew N., *A Glossary of Urban Form*, (Urban Morphology Research Group, School of Geography, University of Birmingham, 1991), 9.



the conditions of association of formal and structural elements that define the physical texture of cities. All things considered, urban morphology is a common field of the study that shared by architecture, urban planning, and geography that aims to examine the change and transformation processes resulting from physical and socio-spatial criteria from perspectives of different schools, theories, and techniques.

The city has emerged with adopting a sedentary life and has undergone changes and transformation by experiencing different breakpoints from past to present. The phenomenon of alteration becomes a paradigm in the field of morphology. Moreover, the effect of inter-scale change on urban fabric, the reflections of socio-economic, cultural or political changes and new approaches and methods are the subheadings of urban morphology.

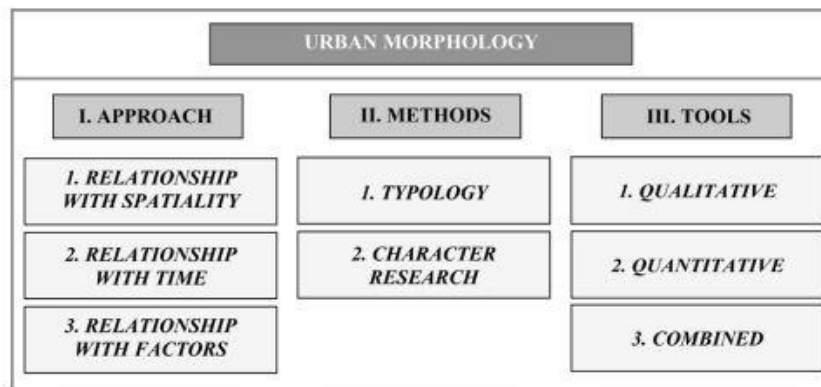


Figure 1. The main classification of Urban Morphological Studies  
(Source: Betyak, “Urban Morphology: The Classical and Modern Research Methodologies”, 137)

As indicated in Figure 1, urban morphology is divided into three main classifications as approach, methods and tools.<sup>49</sup> In this section, urban morphological approach is evaluated with its relationship with spatiality, time and factors. To be more precise, *the relationship with spatiality* can be explained as reflecting architectural approach by concentrating on a particular era, for İzmir case focusing on 19<sup>th</sup> century modernization attempts within its spatiality in this study. *Relationship with time*, in summary, is Conzanean approach and forms the skeleton of this study. Conzen, within

<sup>49</sup> Betyak, Agnes. “Urban Morphology: The Classical and Modern Research Methodologies”, *Periodica Polytechnica Architecture*, 52(2):135-145, (2021), 137.

this concordantly, claims that the characteristic of the city primarily is appointed by socially and economically within its own regional context.<sup>50</sup> He is the founder of historico-geographical approach in that sense. On the other hand, according to Ünlü, urban morphology is the main tool for understanding the city as a coherent integrity in the part-whole relationship.<sup>51</sup> Accordingly, Conzen shares understanding the coherent unity of town is achieved by the patterns produced in the city, but also he adds another examination parameter because the town has a life history.<sup>52</sup> Those entities engender an analysis method which is called morphological analysis to determine city characteristics in its significance. Lastly, *Relationship with factors*, exploring mainly architectural movements or design principles and their effects on form and representation of city.<sup>53</sup>

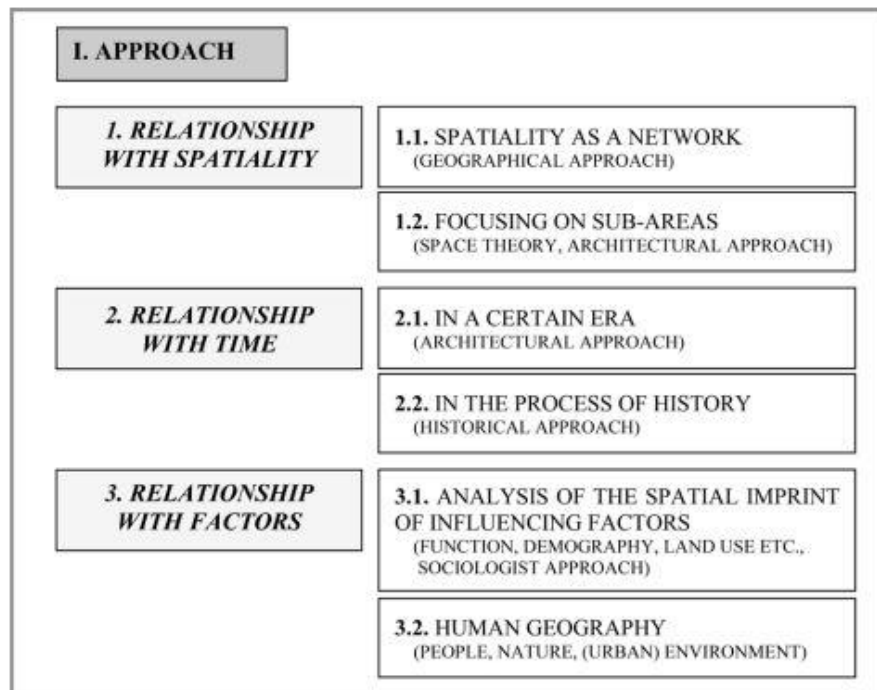


Figure 2. The systematization of urban morphological studies from the research method perspective (Source: Betyak, “Urban Morphology: The Classical and Modern Research Methodologies”, 137)

<sup>50</sup> Conzen, Michael R. G. *Alnwick, Northumberland. A Study in Town Plan Analysis*, (London: Institute of British Geographers Publication 27, 1960), 3.

<sup>51</sup> Ünlü, Tolga. “Mekanın Biçimlendirilmesi ve Kentsel Morfoloji”, “*Değişkent*” *Değişen Kent, Mekan ve Biçim Türkiye Kentsel Morfoloji Araştırma Ağı II. Kentsel Morfoloji Symposium Proceedings*, 59-70 (2019), 60.

<sup>52</sup> Conzen, *Alnwick, Northumberland. A Study in Town Plan Analysis*, 6.

<sup>53</sup> Betyak, “Urban Morphology: The Classical and Modern Research Methodologies”, 137.

In Figure 2 analytical subheadings of main approaches are tabulated. In this study, those systematizations are applied together in a combined way where it is necessary not only concentrating one single relation. Correspondingly, Table 3 is the methodological approach of this dissertation considering approaches specific to İzmir case.

Table 3. Urban Morphology as A Methodological Approach

<b>I. APPROACH</b>	<b>In İzmir Case</b>
<b>1. Relationship with Spatiality</b>	Focusing on Sub Areas <b>Harbor Zone</b>
<b>2. Relationship with Time</b>	In a Certain Era <b>19<sup>th</sup> Century</b>  In the Process of History <b>Between 16<sup>th</sup> and 19<sup>th</sup> Century</b>
<b>3. Relationship with Factors</b>	Analysis of the Spatial Imprint of Influencing Factors  <b>Political, Social and Economic Dynamics, Construction of Mega Projects</b>  Human Geography  <b>Actors of İzmir, Cosmopolitan Demography</b>

### 2.1.1. Morphological Analysis

Urban form is defined by buildings and their related open spaces, plots or lots and streets as mentioned before. For researchers from any relevant field with urban studies, it is easy to say that urban form can be understood by building and relation or the street and block relation or the city and the region relation from point of growing scale. Starting from this urban morphology is the examination of the conditions of association of formal and structural elements that define the physical texture of cities. According to

Larkham examining processes and actors that cause formation, transformation, and metamorphosis in urban fabric can be examined via morphological tools.<sup>54</sup> In this context, the analysis of urban morphology mainly serves for the historical analysis of the urban form.

Accordingly, urban settlement is in constant change due to change in society or societies that living in. These observable changes are as follows:

- Plan of street and roads
- Dimension and form of Parcels/Plots
- Land Use of Building Blocks
- Design and Style of Buildings

### 2.1.2. Historico-Geographical Analysis

Furthermore, these physical entities that constitute urban fabric are in constant interaction with the social, economic, cultural or environmental factors within city or peripheral considerations.<sup>55</sup> In this context, methods of analysis of urban morphology are divided according to their schools (as indicated above Fig 2) French (*relationship with factors*), British (*relationship with time*) or Italian (*relationship with spatiality*). In British school, Conzen suggests that it is important to analyze and research urban fabric with considering urban history.<sup>56</sup> While clarifying his methodological approach as a morphological analysis about a town, Conzen starts with investigating a town plan considering its historical back ground to observe changes periodically:

“...The Pattern of land use is the most changeable complex, responding relatively quickly to new impulses such as the establishment of a new main road, bridge or railway station and so tending to efface in part at least the land use of the previous period.

In this process, however, the plan and fabric of the town, representing as they do the statistic investment of past labor and capital, offer great resistance to change. New functions in an older area do not necessarily give rise to new forms. Adaptation rather than replacement of the existing fabric is more likely to occur over the greater part of a build-up area established in a

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<sup>54</sup> Larkham, Peter J. “The Study of Urban Form in Great Britain”, *Urban Morphology* 10(2):117-41, (2006), 118.

<sup>55</sup> Bilsel, Cana. “Kent Tarihi Araştırmalarında Mekan Bilimsel Bir Yaklaşım Olarak Kentsel Morfoloji”, *Türkiye Kentsel Morfoloji Sempozyumu 22-23 Ekim 2015 Mersin*, ed. by Yener Baş and Sinan Durat (2016)

<sup>56</sup> Whitehand, J.W.R “British Urban Morphology: The Conzenian Tradition” *Urban Morphology*, 5(2):103-109, (2001), 104.

previous period. Old buildings are liable to be replaced by new ones in larger numbers only in the centers of sizeable towns, where economic pressures overcome the obsolescence of inherited forms and lead to replacement on a larger scale. Any new period is likely to be exclusively represented by its own new buildings only in those outer parts that are its contemporary accretions. In the centre, the introduction of new forms is usually incomplete and tardy. ”<sup>57</sup>

In a parallel vein, Knox and Pinch also list urban history and the socio-cultural structure of society as one of the leading factors that affect urban morphology.<sup>58</sup> In order to establish a totalitarian and rational analysis approach to the city by making morphological analysis; an evolutionary approach is required that follows existing forms and the formal processes behind them and interprets these forms in the context of processes.<sup>59</sup>

Hereby, the evolution of urban morphology approach in this inquiry can be explained in three main steps with the help of Gu’s convergences.<sup>60</sup> Beginning in the evaluation of 19<sup>th</sup> century İzmir as a harbor city considering urban morphology which consist of firstly systemic urban form complexes (ground plan relations, building fabric, land and building use), secondly period specify of forms by staging them historically and lastly in order to obtain morphological agencies of change socio-economic and cultural conditioning. Those steps lead us to the second phase which is the identification of the morphological process, mainly the identification of transformation, and examining them via a typo-morphological approach to result in them. Thirdly, after analyzing the city aspect of morphological transformation of city is evaluated in a broader frame.

When all things are considered, it can be said that urban form can only be understood historically as a result of continuous transformation and replacement. This type of analysis of urban morphology is based on *Conzenian tradition* that is grounded in the work of M.R.G. Conzen at the end of 20<sup>th</sup> century. Correspondingly, this dissertation aims to make an evaluation on the physical form and also typo-morphological analysis of harbor zone with an emphasis on historical formation and transformation of 19<sup>th</sup> century’s İzmir as a non-Western Ottoman harbor city.

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<sup>57</sup> Conzen, *Alnwick, Northumberland. A Study in Town Plan Analysis*, 6-7.

<sup>58</sup> Knox, Paul and Pinch, Steven. *Urban Social Geography*, 6th Edition, (London: Taylor and Francis, 2010), 14.

<sup>59</sup> Conzen, *Alnwick, Northumberland. A Study in Town Plan Analysis*, 7.

<sup>60</sup> Gu, Kai. “The Teaching of Urban Design: A morphological Approach”, *Journal of Planning and Education and Research*, 1-10, (2018), 5.

Accordingly, Kropf asserts that pattern is another entity to have an idea about city and consist of structures for instance, walls and roofs in terms of plan scale. However, it is not enough to envelope the town specialty itself.<sup>61</sup> Density of buildings, roof types or materials of construction are not the only essence of town to understand but with other larger frame (patterns of construction within plots, street plot relations) conduce understanding general pattern, as well.

### 2.1.3. Typo-Morphological Analysis

Hereby, it can be summarized as an urban form defined by buildings and their related open spaces, plots and streets. In this study, the urban fabric can be understood by building and lot relation, street and building blocks relation and with growing scale the city itself and the region relation. To do morphological analysis, the urban fabric can be done historically since the elements that formed cities are in continuous transformation.<sup>62</sup> In addition to the analysis of plan unit, the analysis of urban form also depends on the analysis of its patterns which are formed by the articulation and differentiation of solid and void.

“Urban solid types include public monuments or dominant institutional buildings, the field or urban blocks and directional or edge-defining buildings; urban-void types include entry foyers, inner block voids, networks of streets and squares, parks and gardens, and linear open systems”<sup>63</sup>

It is possible to describe and analyze the morphological evaluation of a settlement based on its historical, physical, and social aspects with the objective to identify the space qualities and the main elements that had influenced in the morphology. In this wise to examine İzmir's urban fabric and urban morphology around 19<sup>th</sup> century that consists of multiple historical breaks such as construction of railways, renovation of harbor and constitution of regulated municipality.

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<sup>61</sup> Karl Kropf, “Urban Tissue and the character of towns” *Urban Morphology International*, 1:247-263, (1996), 250.

<sup>62</sup> Yina Sima and Dian Zhang, “Comparative Precedents on the Study of Urban Morphology” *Proceedings of the 7<sup>th</sup> International Space Syntax Symposium*, 103:1-8, (Stockholm: 2009), 7.

<sup>63</sup> Roger Tirancik., *Finding Lost Space: Theories of Urban Design*, John Wiley, (1986), 56.

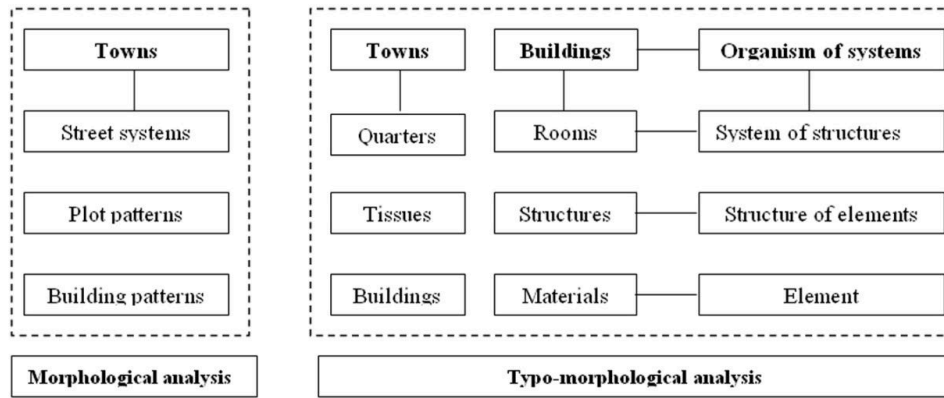


Figure 3. Classification and Hierarchy of Morphological Analysis and Typo-Morphological Analysis (Sima Y., Zhang D., “Comparative Precedents on the Study of Urban Morphology”, 4)

As clearly seen from above (Figure 3) typo-morphological analysis somehow comprises morphological analysis. However, it differs from morphological analysis in regarding to classifications and hierarchical relations. Morphological analysis consists of mainly as already mentioned street system, plot patterns and building patterns within the city. Moreover, typo-morphological analysis sub divisions are not just towns that consist of patterns but also towns which divided into quarters, tissues and also buildings. Buildings are the main entity for analysis that includes building itself with all features regarding to materials, structures and also rooms of it. In that context, it is obvious that typo-morphological analysis can work for both urbanism and also for individual buildings in two ways. So, typo-morphological approach took elements to obtain organism whether it is a townscape or single structure. According to Sima and Zhang the morphological subdivision is usually adopted by geographical researchers with a general overview, but the typo-morphological analysis is mostly detailed by architectural surveys.<sup>64</sup>

Additionally, typology as a method is used mostly comparative aspect of changing situations, towns and places and also divisible to layers (Figure 4).

<sup>64</sup> Sima Y., Zhang D., “Comparative Precedents on the Study of Urban Morphology”, 5.

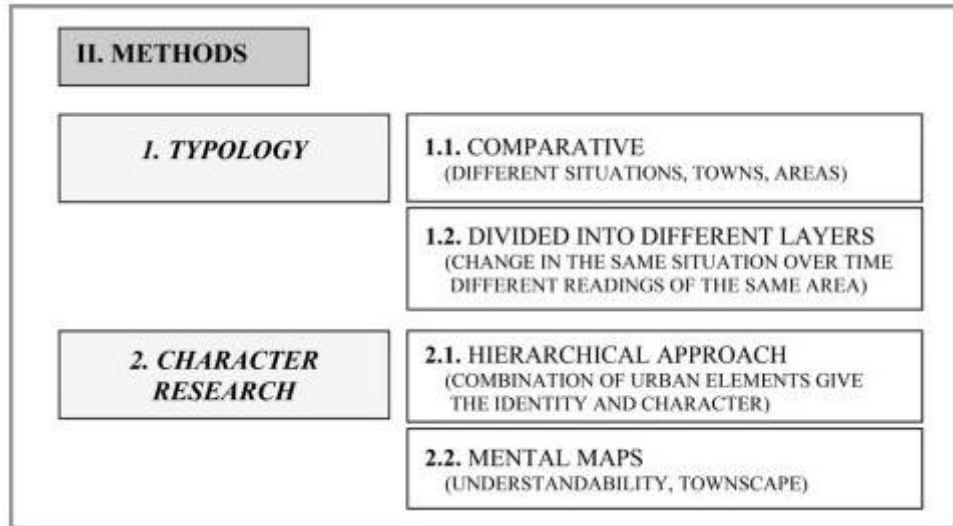


Figure 4. The systematization of urban morphological studies from the research method perspective (Betyak, “Urban Morphology: The Classical and Modern Research Methodologies”, 140)

In this dissertation, mostly published maps and drawings are used which are the qualitative tools when referring to typo-morphological analysis. In other words, discussing the physical form through the analysis of plan units, solid void relationship, movement system, property and building organizations and physical landscape is the analytical way of searching (Table 4).

Table 4. Typo-Morphological Analysis as A Methodological Approach

II. METHODS	In İzmir Case
<b>1. Typology</b>	Comparative <b>Maps of İzmir especially in 19<sup>th</sup> century</b>  Divided into Different Layers <b>Concentrating on Insurance Maps, Photographs, Elevations Aspect of Plan Units, Solid-Void Relation, Plot and Road Relation</b>
<b>2. Character Research</b>	Hierarchical Approach <b>Superimposing Maps Chronologically</b>  Mental Maps <b>Proposing New Port Model</b>



It is possible to observe these changes aspect of parcelling, roads, density of housing, and landmarks via maps of Gravier d'Ortieres (1685), Joseph Raux (1764), J.D. Barbie du Bocage (1780), Thomas Graves (1836-37), Luigi Storari (1850), and Lamec Saad (1876), respectively through centuries. Preliminary investigation shows that the borders of the city have been reshaped, Boyacı river was exceeded by habitation, new plots appeared with filling seaside, city was extended through sea beyond terrestrial limits. Thus, built environment corresponds this changes year by year that could be observed. Divided neighbourhood of İzmir (Muslims, Jewish, Armenian, Levantine, Rum) started to combine somehow, traditional commercial zone extended to new areas. In addition, with Charles Edward Goad's Smyrna Insurance Surveys (1905), we have faced with blocks and plots relation. New findings from archives and additional maps and resources will be added while analyzing morphologically.

## 2.2. Harbor City

Port is defined as “a town or city with a harbor or access to navigable water where ships load or unload” in dictionary.<sup>65</sup> As we can understand from the dictionary meaning ports are vital for cities aspect of exchange. In a broad sense exchange contains change of population and culture as well as goods and capital. The main advantage of ports is making city strong economically. Additionally, it also makes the city advantageous among the other cities in terms of social, cultural, and spatially.

Water transportation is one of the oldest transport systems. First settlements were built next to the sea/river to reach the water supply quickly. Water transport was first used on the river and used sails the way back to almost 5000 years BC, starting with paper papyrus boats in Egypt.

According to Braudel *sea* is a transport surface beyond all meanings. Ships, sea roads, marine equipment, commercial city; all those concepts come from sea, and they are important tools to serve Mediterranean wealth.<sup>66</sup> Geographic discoveries and search of feedstock led to fast improvements of water transport. From the 15th to 19th century, the development of water transport was called open sea transport. During this period, the

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<sup>65</sup> <https://en.oxforddictionaries.com/definition/port>

<sup>66</sup> Braudel, *Civilization & Capitalism, 15th-18th Century, Vol I: The Structures of Everyday Life*, 43.

use of the compass and binoculars, together with the development of cartography and astronomy had been important developments in water transport and the distance covered travelled reached to 250 km in a day. Depending on the rapid industrial and advanced technology development, water transport development accelerated especially after the 19th century. Railway lines were also built in this period. The earliest railroads were financed by mine owners for faster transport. In this context, the first railway line, working with steam-power, was built for easy transport of coal from Middleton pits to Leeds in 1812.<sup>67</sup>

Water transportation, therefore, had keep its importance especially freight shipping from the beginning of the history. In addition to that, with using the steamships and railways, growth its trade volume in the 19th century. With growing trade, the number of ports, their size and capacity increased so that the hinterland providing services from loading, downloading and so forth. This was followed by the growth of trade, industry together with the growth of the city.

Harbor city's most distinguished feature is that its economic life has been highly dominated by overseas trade, especially with exportation.<sup>68</sup> Commerce promotes international relations with other port cities and continuing process of exchange differentiates those cities from others. Accordingly, in the past, all goods came from other countries were selling just at the port that also serves as market place. Port was also a "center" of the city. Namely, the ports were in the heart of the city. While forming the center of gravity of cities, they went beyond being closed trade zones and became the harbinger of new relations. In other words, port cities are the areas where different cultures are first reflected. In this context, harbor cities have become an alternative universe that not only has economic opportunities and political privileges, but also exhibits these differences architecturally with its new public spaces and buildings, as the first area where different cultures are reflected.<sup>69</sup>

When we came to the 15th and 16th centuries important improvement was geographic discoveries which means new ports and new sources for raw materials.

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<sup>67</sup> <https://www.middletonrailway.org.uk/index.php/museum-collection/little-railway-big-history>

<sup>68</sup> Yıldırım Oral M., "The New of a Historical Harbor City: İzmir, Turkey" in the book of *New Face of Harbor Cities* edited by Şebnem Gökçen Dünder, Neslihan Karataş, Hilmi Evren Erdin, Piotr Lorens, Cambridge:Cambridge Scholar Publishing, 2014, 231.

<sup>69</sup> Keyder, Çağlar. "Belle Epoque ve Liman Kentler" in the book of *Osmanlılardan Günümüze Doğu Akdeniz Kentleri*, prepared by Biray Kolluoğlu and Meltem Toksöz, İstanbul:Türkiye İş Bankası Kültür Yayınları, 2015, 19.

Additionally, water transportation was increased in order to transport the raw material from overseas countries. In order to stock the over product, warehouses were built backside of the port. Until the 19th century the port and the trade volume were continued their increase. Increasing of trade volume led to growth the city as well. At the end of the 18th century industrialization was beginning in the cities and around the port and port facilities. Followingly, in the 19th century, the industrial development era shapes the world. Rapid industrialization and improved technology led to growing cities and ports enormously. Besides, cities and ports were more linked than ever because of rapid industrialization and colonial countries. Raw materials were coming to the port, processed in the city, and moved back to the port to sell to another country. In this century, the Mediterranean was one of the leading industries in seaport traffic.

### **2.2.1. Mediterranean Harbor City**

The Mediterranean should be the most unique body of water that unites historical relations / connections / nets beyond terrestrial parameters. Because Mediterranean port cities are ingenious commercial zones that have been strengthened in the center of the global scene since the 16<sup>th</sup> century. Accordingly, Matvejevic asserts that cities with ports are differentiated from harbor cities. First group build docks because they are necessary, however port cities naturally develop around quays. In the former, the quay is a tool and an afterthought on the other hand, in the latter quay is both starting point and destination.<sup>70</sup> From this point of view, without any question, Mediterranean harbor cities are in the second group that they develop around their quays from the beginning of their history. Particularly, Mediterranean port-cities are quite important junctions for any capitalist confrontation through history (Figure 5).

According to Köseoğlu and Toksöz, today's global cities and Mediterranean port cities show parallelisms at certain points, such as being points of concentrated trade networks and having heterogeneous population. Additionally, Mediterranean harbor cities have considerable autonomy over the empires to which they belong.<sup>71</sup> Apart from these

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<sup>70</sup> Matvejevic, Predrag. *Mediterranean: A Cultural Landscape*, translated by Michael Henry Heim, California: University of California Press, 1999, 14.

<sup>71</sup> Kolluoğlu Biray and Meltem Toksöz. "Doğu Akdeniz'in Haritalandırılması: Ticaret Kentlerinin Kartografyasına Doğru" in *Osmanlılardan Günümüze Doğu Akdeniz Kentleri* by Biray Kolluoğlu, Meltem Toksöz, (İstanbul: İş Bankası Kültür Yayınları, 2015), 4-5.

parallels and common points, it should be underlined that religious and cultural differences continue in the Mediterranean. In that sense, Burke III asserts that; although religious and cultural varieties appear different on the basis of economic development and state formation (empires and city-states), there is a deep structural unity of the Mediterranean on political and cultural planes, despite the cracks.<sup>72</sup> Accordingly, the incorporation of the Mediterranean into world economy affects all harbor cities and their rural regions cumulatively. However, their responses to these impacts differ from Marseille to Salonica.<sup>73</sup>



Figure 5. Map of Mediterranean Sea divided into its Principal parts or seas Nicolas Sanson, Paris. 1680. (Source: Library of Congress, <https://www.loc.gov/item/99466740/n> accessed in November 2021)

For instance, Goffman says that the Ottomans were a more integral and active part of Europe in the 17th century than in the 16th century. During the 18th and 19th centuries, Britain, France, and Prussia developed political, economic, and social institutions that would bring the modern nation-states to life. However, neither Italian city-states, Habsburg, Ottomans nor any other Mediterranean power could effectively proceed on this

<sup>72</sup> Burke III, Edmund. "Toward a Comparative History of the Modern Mediterranean, 1750-1919." *Journal of World History* 23 (4): 907–39, 2012, 913.

<sup>73</sup> Burke III, "Toward a Comparative History of the Modern Mediterranean, 1750-1919.", 927.

path.<sup>74</sup> Accordingly, Kasaba describes Western Anatolia as one of the first Ottoman area that was integrated into global networks.<sup>75</sup> One of the reasons of easily integration could be having an appropriate site where transformation of distribution took place. From the totalitarian view Ottoman state was incorporated into the capitalist world economy as a whole in between the 1750s- 1810s.<sup>76</sup>

With the Dutch domination in geographical discoveries and the shift of the center of the world economy from the Mediterranean to Amsterdam in the 16th century, Mediterranean trade did not end but was reshaped. Furthermore, Tabak claims that these processes caused the trade center of the Eastern Mediterranean to shift from the southeast to the Aegean in the north, and İzmir, Thessaloniki, and Istanbul became new centers.<sup>77</sup> Despite all the changes, it is space that reveals the continuous unity of the Eastern Mediterranean. Accordingly, from the 16th century to the 21st century, the continuum is in space. Space is the *Mediterranean*. In this context Kolluoğlu and Toksöz asserts that the commercial harbor cities add value to this space, cosmopolitanism creates unique city, those unique cities and their community that spreads over the space creates texture of the Eastern Mediterranean.<sup>78</sup> All components are interrelated, and the space of all is one sea.

### 2.2.2. Evaluation of Eastern Mediterranean Cities

In his book, Wallerstein defines capitalist world economy as

“the capitalist world economy refers to the historically specific system of economic relations that was centralized in northwestern Europe during the fifteenth and sixteenth centuries. In the course of the following centuries, this system has expanded by incorporating areas that had hitherto been external to its operations. The capitalist world economy is characterized by the existence of a single division of labor; but unlike world empires, it contains multiple state structures.”<sup>79</sup>

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<sup>74</sup> Goffman, Daniel. *Osmanlı Dünyası ve Avrupa 1300-1700* translated by Ülkün Tansel (İstanbul: KitapYayınevi, 2014), 289.

<sup>75</sup> Kasaba, *The Ottoman Empire and The World Economy The Nineteenth Century*, 6.

<sup>76</sup> Kasaba, *The Ottoman Empire and The World Economy The Nineteenth Century*, 35.

<sup>77</sup> Tabak, Faruk. “Doğu Akdeniz’de Ekonomik ve Ekolojik Değişim” in *Osmanlılardan Günümüze Doğu Akdeniz Kentleri* by Biray Kolluoğlu, Meltem Toksöz, (İstanbul: İş Bankası Kültür Yayınları, 2015), 31.

<sup>78</sup> Kolluoğlu Biray and Meltem Toksöz. “Doğu Akdeniz’in Haritalandırılması: Ticaret Kentlerinin Kartografyasına Doğru”, 16.

<sup>79</sup> Kasaba, *The Ottoman Empire and The World Economy The Nineteenth Century*, 4.

Additionally, Wallerstein underlines that capitalist world economy needs states, system between states and also periodically changing hegemonic powers on that systems.<sup>80</sup> However, capitalists never give priority to protect one of these structures. Urgency is always infinite accumulation of capital. Eastern Mediterranean serves ideal platform to host a world economy. In addition to being a touchstone aspect of economy, Braudel's understanding also evaluates the continuity of the Mediterranean history with holistic geographical observations (Fig. 6).<sup>81</sup>

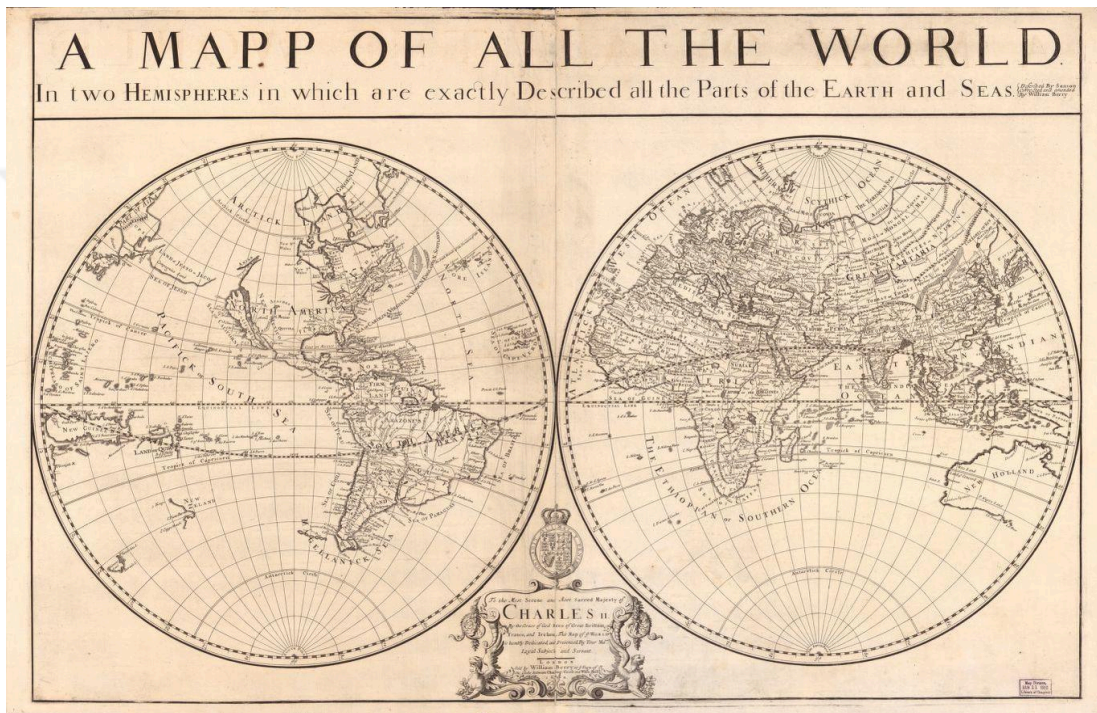


Figure 6. World Map by Nicolas Sanson, 1652  
(Source: Library of Congress, <https://www.loc.gov/item/2017585798/>  
Accessed in November 2021)

<sup>80</sup> Wallerstein, *Dünya Sistemleri Analizi Bir Giriş*, 109.

<sup>81</sup> Braudel, *Civilization & Capitalism, 15th-18th Century, Vol I: The Structures of Everyday Life*, 38.



Figure 7. Lands of the Emperor of the Turks or the Ottoman Sultan in Asia, Africa, and Europe, showing Eastern Mediterranean Harbor Cities, Nicolas Sanson, 1679 (Source: Library of Congress, accessed in November 2021)

According to Braudel, the 16th century Mediterranean was especially a peasant, landowner universe. After harvesting products, the rest of the expansion was superstructure which towards the direction to the cities.<sup>82</sup> Beside this Braudel states that drawing political panorama of that era is considerably difficult. At the end of 14<sup>th</sup> century the Mediterranean Sea was belong to cities which were settled next to sea, in other words belong to civic states. In that sense he evaluates Kingdom of Napoli or Byzantine Empire were baggily clothes of powerful cities. For instance, East Roman Empire was a suburb of Thessaloniki and İstanbul in large scale. In addition to that, these city states could not escape the political and financial responsibilities of an era in everywhere. The conquest of İstanbul in 1453, the fall of Barcelona in 1472 and the end of Granada were striking examples of this on a Mediterranean scale.<sup>83</sup>

<sup>82</sup> Braudel, Fernand . *Civilization & Capitalism, 15<sup>th</sup>-18<sup>th</sup> Century, Vol I: The Structures of Everyday Life*, 152.

<sup>83</sup> Braudel, Fernand. *II. Felipe Dönemi 'nde Akdeniz ve Akdeniz Dünyası*, (İstanbul: İmge Kitabevi, 1994) v.II, 13.

Terrestrial states, as competitors of urban states, emerged as the only forces capable of meeting the enormous expense of contemporary warfare cost being rich in man and spatially.<sup>84</sup>The rising empires of the inner sea during this period were Ottomans in the East and the Habsburg in the West. In this case, the violent period which occurred to dominate Eastern Mediterranean trade between Ottoman and Venetian's struggle ended with Ottoman superiority apparently (Figure 7). Especially after *Preveze* sea battle, Genoese and Venetians were accepted supremacy of the Ottoman Empire in the Aegean basin reluctantly. In this case, taking Chios *Sakız* Island almost bloodless demonstrated this conceding.<sup>85</sup>During this period, the island of Chios was an intermediate port between the Western Mediterranean and Europe for the Ottoman Empire. Western Europe's bullions and fabrics meet with cotton and dried fruits of Western Anatolia in Chios where were taken over through the sister port of *Çeşme*. Ever since the conquest of Cyprus in 1571, the Ottoman Empire became the only ruler of Aegean Sea.<sup>86</sup>

In other respects, Braudel claims that the first step taken in the name of dominating the Mediterranean was the conquest of Syria in 1516 and Egypt in 1517, which were more important than the conquest of İstanbul.<sup>87</sup> They were still important harbors and preserved their significance although conquering them after discovery of The Cope of Good Hope (*Ümit Burnu*) and their departure from the source of Far East goods. According to him, with the conquest of these places, the set between the Christians and the Middle East is completed. Furthermore, İstanbul and enormous production lands of wheat, rice and pulses were linked together without interpretation. In other words, the Eastern Mediterranean coasts and harbors have become Ottoman and were belong to the Ottoman navy.<sup>88</sup> In addition to that Europe had witnessed major changes aspect of economy in the 16th century. The heaviness of economy shifted from south to northwest of Europe, especially in the second half of the century. As a result of these developments, British, French, and Dutch registered ships started to be seen on the Aegean Sea.

In the 16<sup>th</sup> century, the geographical borders of the European economy rapidly expanded to the worldwide. However, there was another momentous condition for Europe

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<sup>84</sup> Braudel, *II. Felipe Dönemi 'nde Akdeniz ve Akdeniz Dünyası*, 14.

<sup>85</sup> Goffman, *Osmanlı Dünyası ve Avrupa 1300-1700*, 190.

<sup>86</sup> Goffman, *Osmanlı Dünyası ve Avrupa 1300-1700*, 197.

<sup>87</sup> Braudel, *II. Felipe Dönemi 'nde Akdeniz ve Akdeniz Dünyası*, 26.

<sup>88</sup> Braudel, *Civilization & Capitalism, 15th-18th Century, Vol I: The Structures of Everyday Life*, 47.



that was inner expansion of its own vitality rather than transoceanic expansion. Portugal and Spain gained many successes in overseas exploration thanks to developed shipbuilding technique and significant progress in ocean navigation. Tekeli claims that the drive to find the truth paves the way for geographical discoveries and, naturally, enlightenment in the Mediterranean.<sup>89</sup> The discovery of the American continent and the discovery of Indian route through the southern part of Africa have affected these two countries of Atlantic coast at first. After that these geographical discoveries created new possibilities for Netherlands, Great Britain and others.<sup>90</sup>

Population and production of commodity level increased in almost every region of Europe from north east to south in the period which was from second half of the 15<sup>th</sup> century to the end of 16<sup>th</sup> century even including the beginning of the 17<sup>th</sup> century. This era was called as *long 16<sup>th</sup> century* by economic historians. Money has become widespread with the support of revitalized long-distance trade. Particularly, precious mines from *new world* also affected the use of money. In the book of French historian Fernand Braudel which is called as *The Mediterranean and the Mediterranean World in the Age of Philip II* determines as the whole Mediterranean with the Eastern and Western basins has been influenced by these long-term trends.<sup>91</sup> Accordingly, with the exception of the Mediterranean, nothing is known about the maritime spaces of interaction as much as about the Atlantic Ocean.<sup>92</sup>

After the 1650s, the Mediterranean was no longer the center of the world and began to be the scene of foreign trade and wars. In these wars, the Mediterranean is now relegated to minor roles, so much so that Braudel associates them to pawns in chess, pawns shifting at will from afar command.<sup>93</sup> While the dominance was in the Netherlands (Dutch) in the 17th century, Great Britain, taking advantage of the ongoing war of succession in Spain at the beginning of the 18th century, seized the Strait of Gibraltar (*Cebelitarık Boğazı*) and established its dominance in the Mediterranean. This strait is

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<sup>89</sup> Tekeli, İlhan. “İzmir Tarihi’nin İçine yerleştirilebileceği Bir Akdeniz Üst Anlatısı üzerine”, Alp Yücel Kaya, vd. (Edit): *Akdeniz Tarihi, Kültürü ve Siyaseti*, (İzmir Büyükşehir Belediyesi Akdeniz Akademisi, İzmir, Haziran 2016), 173.

<sup>90</sup> Pamuk, *Osmanlı-Türkiye İktisadi Tarihi 1500-1914*, 103.

<sup>91</sup> Braudel, *II. Felipe Dönemi’nde Akdeniz ve Akdeniz Dünyası*, 665.

<sup>92</sup> Osterhammel, *Dönüşen Dünya Küresel 19. Yüzyıl Tarihi*, 141.

<sup>93</sup> Braudel, Fernand. “Mekan ve Tarih” in the book of *Fernand Braudel Yönetiminde Akdeniz Mekan, Tarih, İnsanlar ve Miras*, translated by Aykut Derman, Necati Erkut (İstanbul: Metis, 2021), 113.

under British control even today. Beyond this strait, which is an important touchstone in the Mediterranean, there is an Eastern market (mainly the Balkans, Anatolia and even Africa). In this context, the goal of Eastern trade is to dominate this road and in the 18th century, France will have a privileged role in this field.<sup>94</sup>

When we come to the 19th century, we begin to see intense port construction activities in the Eastern Mediterranean, which is completely connected to the Western economy. In this context, the increasing trade volume and the arrival of steamships in the 1830s affected various modernization processes on an architectural scale, such as new financial institutions and establishments, adequate transportation infrastructures and technical facilities, as well as new urban area management. Vilma Hastaoglu-Martinidis asserts that the need for modern piers and docks that will allow easy and fast loading and unloading, large customs facilities and warehouses suitable for increased load carrying capacity, health facilities and similar more advanced transportation facilities in the Eastern Mediterranean port cities has become evident. Accordingly, port construction was undertaken especially in Alexandria, Beirut, İzmir, Istanbul Thessaloniki and Piraeus which are the primary cities of maritime trade centers and also in the secondary harbor cities such as Chios, Varna, Samsun, Trabzon, Iskenderun and Haifa.<sup>95</sup> With the railways and other infrastructure facilities built together with new ports, radical changes took place in Eastern Mediterranean cities. This is how a unique city panorama was formed in the Eastern Mediterranean, where modernized harbors and areas intertwined with old quarters. This is because the new ports were located where the old ports were, in the immediate vicinity of European-style neighborhoods and business districts, traditional bazaars, train stations, and similar commercial urban areas.<sup>96</sup> Thus, the Eastern Mediterranean port terminals acquired a new identity.

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<sup>94</sup> Braudel, *Fernand Braudel Yönetiminde Akdeniz Mekan, Tarih, İnsanlar ve Miras*, 114.

<sup>95</sup> Hastaoglu-Martinidis, Vilma. “Doğu Akdeniz Kentlerinde Liman İnşaatının Kartografyası: 19. Yüzyıl Sonunda Teknik ve Kentsel Modernleşme” in *Osmanlılardan Günümüze Doğu Akdeniz Kentleri* by Biray Kolluoğlu, Meltem Toksöz, İstanbul: İş Bankası Kültür Yayınları, 2015. 95-96.

<sup>96</sup> Hastaoglu-Martinidis, “Doğu Akdeniz Kentlerinde Liman İnşaatının Kartografyası: 19. Yüzyıl Sonunda Teknik ve Kentsel Modernleşme”, 107.

### 2.3. Port City Models

When we came to the 19th century, we faced the industrial development era of the world. Rapid industrialization and improving technology led to growing the cities and ports developed enormously. Besides, city and port were more linked ever because of the rapid industrialization and colonial countries. Raw materials were coming to port, processed in the city and moving back to port to sell another country. In this century Mediterranean was one of the leading industries in seaport traffic. Rapid industrialization led to rapid urbanization.

The ports have been developed with newly added functions since the 19th century, and the characteristics of their relations with the city changed through time and parallel to the technological developments of the last century the storage and transportation facilities also developed around the ports. On the other hand, through the transformation projects for renewing these areas which have a historical potential and reestablishing the connection between the city and port, the aim has been to provide the continuation of physical, economic and social renovation.

Although there are many port-city models in the literature three of them were selected and examined for this inquiry in order to clarify mostly development of European Mediterranean harbor cities due to the position of İzmir, starting with very first-model which is investigating city and its harbor relation mainly.

Any-port Model is developed by Bird in 1963 to demonstrate how infrastructures evolve in time and space in three stages (Figure 8).<sup>97</sup> Briefly, in the setting phase, Bird defines that a standard evolution of a port starts over the ancient port with several quays. When we came to the expansion phase, it was obvious to see expanding port area that was available for bigger ships and increasing trade volume. Spatially, because of expanding port-related activities the need for a new dock, shipbuilding activity, and sort of terminal facility to move goods emerged. Lastly, the specialization phase involved the numerous reconversion opportunities of port facilities to other uses such as housing, commercial developments, and waterfront recreational areas. In this study, the main goal is limiting the study within these phases to understand how İzmir's port, or in other words identification mark changed the city morphologically.

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<sup>97</sup> [https://transportgeography.org/?page\\_id=3388](https://transportgeography.org/?page_id=3388) accessed in 2019.

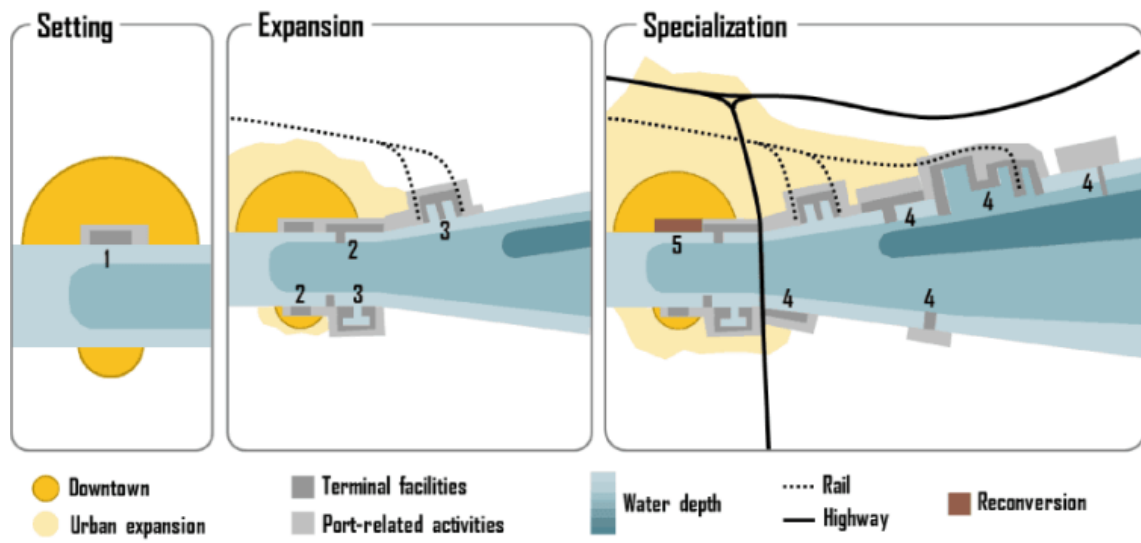


Figure 8. Any-Port Model

After Anyport Model Noteboom & Rodrigue expanded this research and added 4th stage that called regionalization.<sup>98</sup> It is obvious that the activity of port depends on geographic conditions of city, surroundings, connection with sea roads and also bilateral relation of consumption and production<sup>99</sup> (Figure 9). Regionalization stage shows hinterland corridors of ports. The figure shows that city is growing with the port and original port no longer exists in the city center. Further, new centers were occurred near the city and these locations connected to each other. Notteboom and Rodrigue explain that there have relations between port size and metropolitan area. Their argument is about if port size extends, the metropolitan area also extends. In that way what harbor city becomes regionalized somehow.

<sup>98</sup> Notteboom T. and Rodrigue J. “Re-Assessing Port-Hinterland Relationships in the Context of Global Commodity Chains” in *Port, Cities and Global Supply Chains* by James Wang, Daniel Olivier, Theo Notteboom, Brian Slack, (London:Routledge, 2007), 52.

<sup>99</sup> Noteboom and Rodrigue, “Re-Assessing Port-Hinterland Relationships in the Context of Global Commodity Chains”, 57.

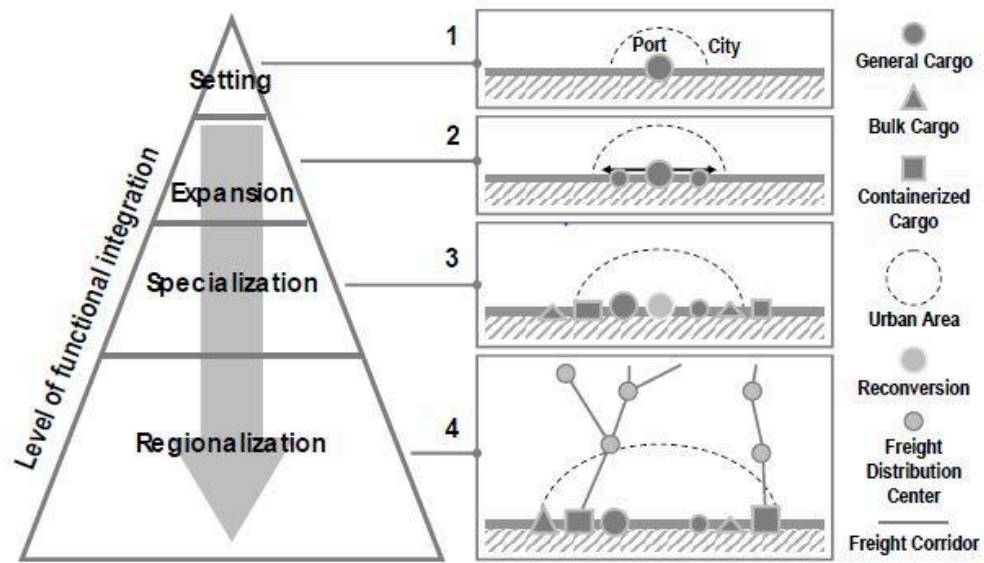


Figure 9. Regionalization of Port by Notteboom and Rodrigue

In early stages city and port have integrated relations and work together like symbiotic. According to Han Meyer port and city live together, goods are stored and trade in the city until nineteenth century.<sup>100</sup> However, after industrialization, port is located alongside a functional harbor city and its spatial facilitators are started to change city shape.

The last well-known study is Hoyle's six stages studies on city and the port. Hoyle's study contains the developments of cities which have ports according to periods Hoyle also emphasizes that Port-city interfaces sensitive and controversial demands and need appropriate planning solutions. Brian Hoyle defines port and city relations in six different stages which are primitive city, expanding port/city, modern industrial city, retreat from the waterfront, redevelopment of waterfront and renewal of port/city links<sup>101</sup> (Figure 10).

<sup>100</sup> Meyer, Han. *City and Port: Transformation of Port Cities- London, Barcelona, New York and Rotterdam*, (Utrecht: International Books, 1999), 21.

<sup>101</sup> Hoyle, Brian, S. "The Port City Interface: Trends, Problems and Examples", *Geoforum* Vol. 20, 429-435, 1999, 431.







STAGE	SYMBOL ○ City ● Port	PERIOD	CHARACTERISTICS
I Primitive port/city		Ancient/medieval to 19th century	Close spatial and functional association between city and port.
II Expanding port/city		19th–early 20th century	Rapid commercial/industrial growth forces port to develop beyond city confines, with linear quays and break-bulk industries.
III Modern industrial port/city		Mid–20th century	Industrial growth (especially oil refining) and introduction of containers/ro-ro (roll-on, roll-off) require separation/space.
IV Retreat from the waterfront		1960s–1980s	Changes in maritime technology induce growth of separate maritime industrial development areas.
V Redevelopment of waterfront		1970s–1990s	Large-scale modern port consumes large areas of land/water space; urban renewal of original core.
VI Renewal of port/city links		1980s–2000+	Globalization and intermodalism transform port roles; port-city associations renewed; urban redevelopment enhances port-city integration.

Figure 10. Port City Model by Hoyle

Accordingly, Hoyle begins with the primitive port and following phases that port used as a market and it belongs and it develops with the city, till concludes with the renewal of port-city. The attractiveness of waterside areas for the urban redevelopment of formerly port areas into tourism, commercial, residential, and other functions is a major challenge for global port cities that are all confronted to lack of space and conflicting urban land uses. Although this can be considered as a connection to the city, the model does not show how the city is shaped in relation to the growing port. Additionally, characteristic of each phase draws a clear image city and harbor relation.

## 2.4. Evaluation of Port-City Models

First two group of studies focused on port growth while they remained relatively isolated from urban research. In that sense, Bird's Anyport Model (1967) and Noteboom and Rodrige (2000) models were port-based models explaining the port growth and they were inadequate to understand the city. While Anyport model explained the development and improvement of the port at three stages, Noteboom and Rodrigue model extended the Anyport model and gave the fourth stage to explain the hinterlands of ports and the new centers next to the city which are quite important entities for harbor cities. Although this input seems as a connection point to relate with the city at least infographically, model does not represent how city is shaped in relation to the growing port.

Moreover, second group of studies are urban based studies and trying to understand city with all components including harbor. Meyer and Hoyle explained the cities' situations which have ports. The first and the more detailed research was Hoyle's phases of port-city development. Hoyle explains this development in five stages beginning with the primitive port that port used as a market and it belongs and it develops with the city, then the renewal of port-city. These studies explain the city but ignore the ports' needs like an alien organism which should not live with the city. The attractiveness of waterside areas for the urban redevelopment of formerly port areas into tourism, commercial, residential, and other functions is a major challenge for global port cities that are all confronted to lack of space and conflicting urban land uses.

These two different groups of spatial studies explain the port and city development with two different perspectives but only in Western countries. In schematically, port and city relation of Mediterranean harbor cities can be seen with Hoyle's diagram above (Figure 10).

In that sense I am not find to call risky to place 19<sup>th</sup> century of İzmir harbor in second and third phase of Hoyle's stages in European evolution of ports because of being Mediterranean. The growth of the textile industry in Western Europe required a market for both raw materials and final production of fabric. Izmir could meet both of them.<sup>102</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 gain value. İzmir spread its role to the wider hinterland being as exporter. At the same time, being an importer, it maintains and expands its redistributors 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.

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<sup>102</sup> Frangakis-Syrett, "Uluslararası Önem Taşıyan Bir Akdeniz Limanının Gelişimi: Smyrna: 1700-1914", 32.



T.C. BAŞBAKANLIK OSMANLI ARŞİVİ DAİRE BAŞKANLIĞI (BOA) ©



Figure 11. Map of İzmir Gulf in c. 1922  
(Source: COA, accessed in 18.02.2020)



Hastaoglu interprets the new Izmir quay as a triple success in technical, financial and urban terms.<sup>103</sup> In this Izmir Golf map drawn in 1922, we can see the new quay area, all the districts of the city from *Mordoğan* to *Foça*, and roughly the urban texture of these towns, including the coastal ones (Figure 11). When we approach this map, which also includes the railways, with a focus on the port area; the finished pier, the new city parcels in the filled areas, which will be filled with stylish residences, embassies, hotels, cinemas, theaters and clubs on the structural scale reflections of the European economy that will form the new face of the city. Thus, Eastern Mediterranean cities such as İzmir, which were closed for centuries within the city walls and natural borders, will spread beyond their traditional cores by going beyond their city walls and natural borders. In this context, the most decisive focal point is the ports.<sup>104</sup>

## 2.5. Suggestion of a Conceptual Port Reading for İzmir

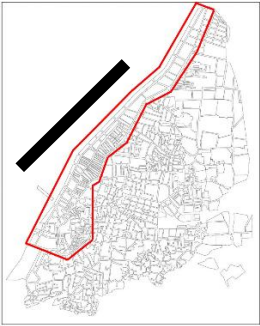
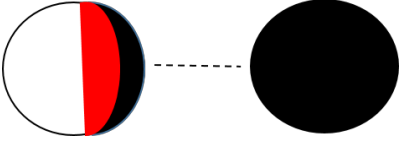
Respectively, as discussed in port city models, İzmir is closer to the Hoyle's diagram. However, those models which have been discussed earlier are prepared for industrialized harbor cities. İzmir in 19<sup>th</sup> century is not a fully industrialized city apart from having a few textiles, cotton, tobacco and gas factories. The state of being semi-peripheral city is also because being non completely industrialized city. In order to make İzmir fully fit in at those stages, second phase of Hoyle's diagram and symbols needs to be transformed with an appendage specifically (Figure 116). The new model proposed in Table 14 fit into between Stage I and II as II<sup>1</sup> Port Pre-Industrialized Port City model (Figure 10).

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<sup>103</sup> Hastaoglu-Martiniadis, "Doğu Akdeniz Kentlerinde Liman İnşaatının Kartografyası: 19. Yüzyıl Sonunda Teknik ve Kentsel Modernleşme", 108.

<sup>104</sup> Yıldırım Oral M., "The New of a Historical Harbor City: İzmir, Turkey", 231.

Table 5. New stage for Hoyle's City-Port Model  
(Produced by author)

STAGE	SYMBOL	PERIOD	CHARACTERISTIC
to İzmir specific		19 <sup>th</sup> Century	Ships anchored away from the shore / Rapid commercial growth / starting seeds of industrial growth and especially worldwide company branches, forces port to develop beyond city confines with linear quays and modern buffer zone between historical region and harbor
II <sup>1</sup> Expanding Port Pre-Industrialized Port City		19 <sup>th</sup> Century	Rapid commercial / starting seeds of industrial growth forces port to develop beyond city confines with linear quays and modern buffer zone between historical region and harbor

İzmir is related with sea directly till inner port filled. The relationship of city with the sea does not change after replenished of harbor until completion of the new port. Spatial response of that direct relation is commercial zone as traditional *Kemeraltı* and relatively new and European is *Frenk* street. Especially on the shore, the commercial houses and consulates which are driven on piles had their own wooden docks. These scattered docks, which made it difficult to control, disappeared with the construction of a

new and modern pier. The waterfront along the coast which is filled with the completion of the new port construction, is architecturally equipped to reflect all the requirements of the period. Working as a showcase for the city, this waterfront actually takes its place in front of the city whose functions change after harbor construction, even though they preserve their structural features without unless having a disaster such as fire or earthquake. As seen from Figure 12 waterfront works as a buffer zone between city itself and sea.

STAGE	SYMBOL ○ City ● Port	PERIOD	CHARACTERISTICS
I Primitive port/city		Ancient/medieval to 19th century	Close spatial and functional association between city and port.
II Expanding port/city		19th–early 20th century	Rapid commercial/industrial growth forces port to develop beyond city confines, with linear quays and break-bulk industries.
III Modern industrial port/city		Mid–20th century	Industrial growth (especially oil refining) and introduction of containers/ro-ro (roll-on, roll-off) require separation/space.
IV Retreat from the waterfront		1960s–1980s	Changes in maritime technology induce growth of separate maritime industrial development areas.
to İzmir specific		19 <sup>th</sup> Century	Rapid commercial / starting seeds of industrial growth forces port to develop beyond city confines with linear quays and modern buffer zone between historical region and harbor
II' Expanding Port Pre-Industrialized Port City		19 <sup>th</sup> Century	Rapid commercial / starting seeds of industrial growth forces port to develop beyond city confines with linear quays and modern buffer zone between historical region and harbor

Figure 12. Suggestion of a Conceptual Port Reading for İzmir

## CHAPTER 3

# MORPHOLOGICAL APPROACH TO 19TH CENTURY İZMİR AS HARBOR CITY

### 3.1. İzmir as Harbor City

Port is referred to as an economic infrastructure but all economic influences have been reflected in space. In the sixteenth century port was the heart of the city where every commercial and administrative usage works with the port and also used as a bazaar. The goods coming from other countries, were sold just in the port or next to the port in a bazaar area.

As exemplified in previous chapter, harbor cities have particular morphology that this specific pattern has rarely been integrated in general models of urban development. Multiple approaches to formalize recurrent patterns of urban structure have been proposed by architects, urban planners, geographers, and economists. Their models vary in scale from the waterfront area itself to the whole coastal metropolitan area, and also depending on their time variations.

In İzmir's case, port of the city has been at the heart of the city from past till today. In 16<sup>th</sup> century goods coming from overseas or willing to go to overseas were sold at the bazaar which was next to port as it was in İzmir. Somehow administrative inhabiting followed commercial settlements. For instance, the heaviness of economy shifted from south to northwest of Europe especially in the second half of the century. As a result of these developments British, French and Dutch registered ships started to be seen on Aegean Sea. <sup>105</sup>Immediately after, The British Consulate was opened in İzmir coastline towards the end of first quarter of 1600s. In the same period The French Consulate accompanied to The British Consulate at most developed part of sea shore in north direction together. Consulate building of the Austro-Hungarian Empire placed in juxtaposed position to others. The land they had built their construction was very wide at that time and extended from the coastline to behind of them. These empty sections of plots served as storage areas for goods that were came and went with ships. According to Atay, between French and Ottoman consulship relations went back to 1610s. <sup>106</sup>

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<sup>105</sup> Pamuk, *Osmanlı-Türkiye İktisadi Tarihi 1500-1914*, 69.

<sup>106</sup> Atay, Çınar. *İzmir Rıhtımında Ticaret Kordonu Boyunda Yaşam 1610-1940*, 52.

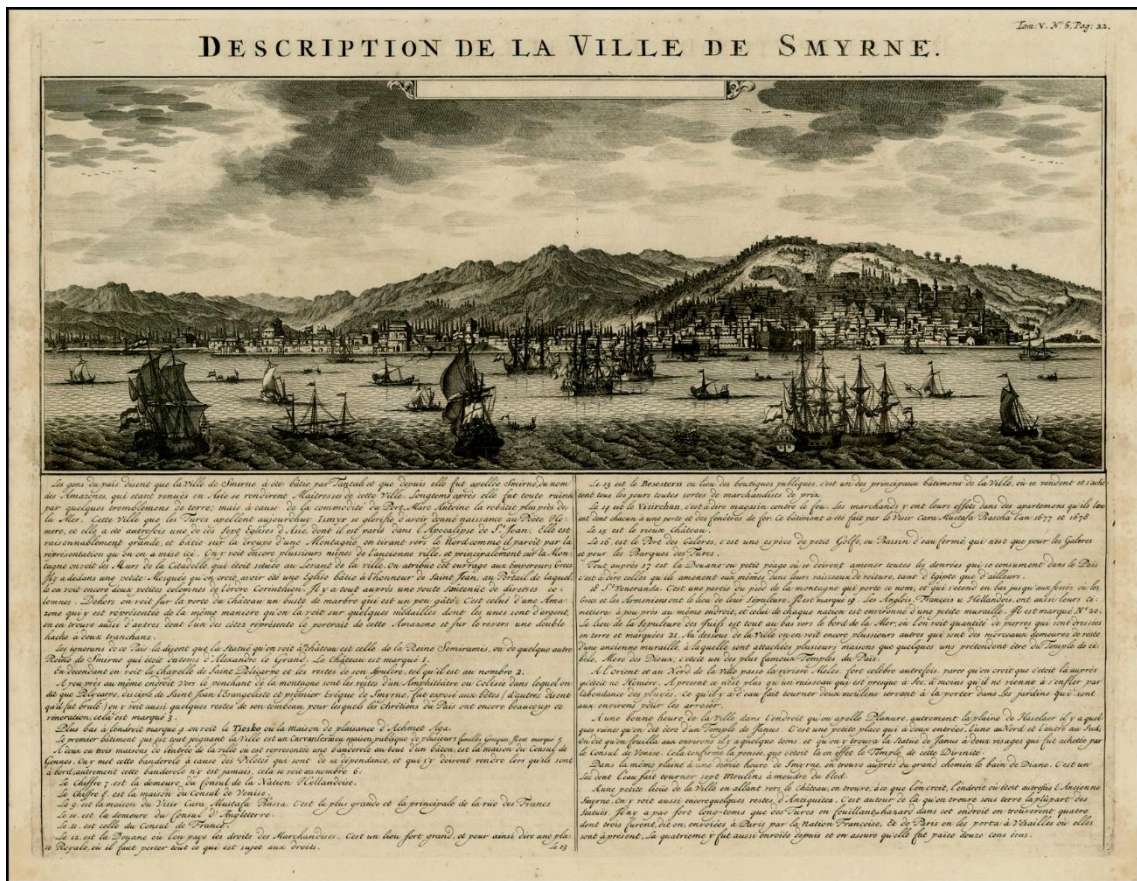


Figure 13. Decorative view of the City of Smyrne by Henri Abraham Chatelain, 1719 (Source: American Geographical Society Library Digital Map Collection accessed in May, 2018) <sup>107</sup>

Mainly, port is recognized as a major component of an urban setting in that it contributes to the form/morphology and identity of the city in İzmir case. As in depicted Chatelain's view (1719) İzmir is defined with its harbor and ships on the foreground, background of the depiction is barely seen city itself with leaning mountains namely *Pagos* (Figure 13). This image is one of the oldest depictions of İzmir whose author is known. French text under depiction describes the people, customs and history of town briefly. Most of the gravures and depictions of 17<sup>th</sup> and 18<sup>th</sup> century see İzmir from sea and trying to set city view placing harbor and sea in the center emphasizing dense commercial identity with sails like flags. In following century, especially 19<sup>th</sup> century it can be observed and examined harbor city characteristics on cartographic levels.

<sup>107</sup> Henri Abraham Chatelain, *Atlas Historique Ou Nouvelle Introduction A l'Histoire, a la Chronologie et a la Geographie Ancienne et Moderne* ; "Tom: v. no. 6, pag: 22." (410-d I59 A-1719).

### 3.1.1. Historical and Conceptual Evaluation of İzmir's Harbor

The Aegean region is a district where land and sea are in intricate relation somehow. Geographically, the mountains reach up to sea perpendicularly and this leads to many indentations between sea and land. Intricate coastline provides having numerous harbors at seashore. In addition to position of mountains rivers are also vital entity for region. Aegean's river plains were the establishment area of cities owing to plentifulness and providing one way enter and exit valley in the direction of land with perpendicular mountains. İzmir or in other name of the city Smyrna is a classical sample of these city-state formations.

Although being settled such advantageous land Smyrna was always struggled with invasions and different supremacies. At the same time the fate of other port cities was always more dangerous threat for Smyrna. Eventually, alluviums that are carried by river and *Gediz* itself pour in to the sea at today's Tuzla.<sup>108</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* (Figure 14).

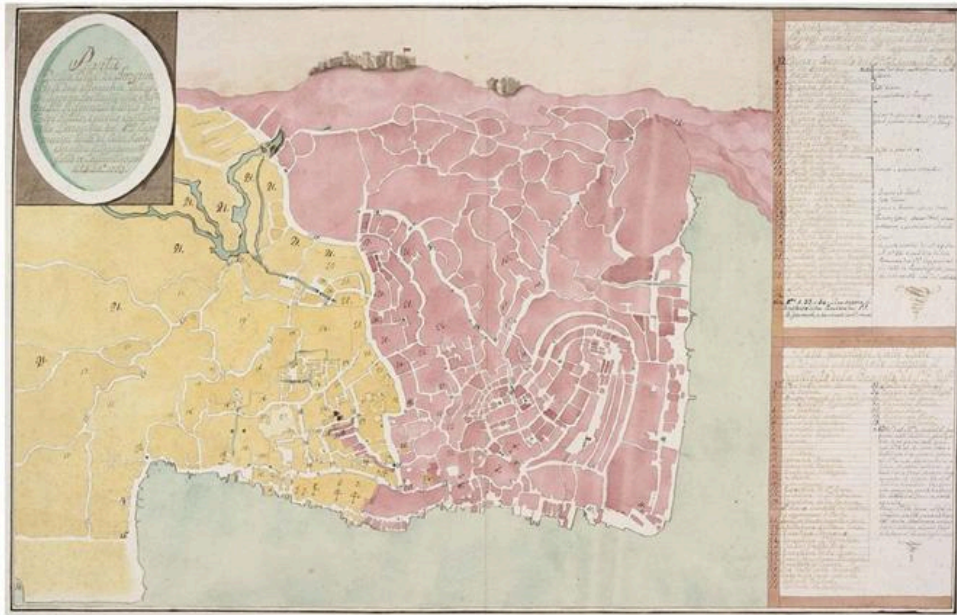


Figure 14: Map of İzmir showing Pagos / Kadifekale dated in 1763, author is unknown (Source: Poulimenos Collection)

<sup>108</sup> Atay, *Tarih İçinde İzmir*, 8.

After many invasions and different supremacies around 340 BC Great Alexander was established the city again around *Kadifekale*. According to Atay, when Alexander and his generals reached İzmir, the city was scattered and ruined.<sup>109</sup>The choice of *Kadifekale* is also due to its geographical location. *Pagos* is a dominant hill in all four directions. For instance, except north-west direction of the mountain it is impossible to reach to top with considering conditions of that era. On the other hand, north-west slope is ended with Aegean Sea. In this wise, city was founded, grew and developed throughout the years. Over the 3000 years of history, İzmir never lost its port city feature.

Along with almost every civilization changing conquerors and city centers, İzmir developed on its hinterland instead of layering on a single area. It makes this city precious by observing its transformation over decades.

When we came to after Christ, Goffman states that the importance of city from the point of Greeks was valid for Roman Empire, too. Despite the frequent earthquakes and competition with many cities (Ephesus, Pergamon, Halicarnassus and etc) during the Roman period, İzmir was a significant city that built ships and made other shipyard activities for empire. The division of the Roman Empire into two (395 AC) and the constitution of Byzantine Empire did not cause a major change in İzmir. Moreover, Goffman asserts that the emperor of the Byzantine was used İzmir as a trade center during the exile from Constantinople in the 13<sup>th</sup> century.<sup>110</sup>On the other hand, according to Smyrnelis, İzmir was the second city of Byzantine Empire after their capital.<sup>111</sup>

Before the Turks entered Anatolia in 1071, the city of İzmir was controlled by Atilla and Huns around 440 AC shortly. After 695 AC İzmir entered the short-term domination of Arabs twice.<sup>112</sup> Then, İzmir was controlled by Seljuks and Byzantine Empire several times respectively. It is important to state that struggles and wars between Seljuks and Byzantine caused to the transfer of long-distance transit trade roads from Anatolia to the Mediterranean beginning from 11<sup>th</sup> century.<sup>113</sup>

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<sup>109</sup> Atay, *Tarih İçinde İzmir*, 9.

<sup>110</sup> Goffman, "İzmir: Köyden Kolonyal Liman Kentine" *Doğu ile Batı Arasında Osmanlı Kenti, Halep, İzmir, İstanbul*, (İstanbul: İş Bankası Kültür Yayınları, 2012), 96.

<sup>111</sup> Smyrnelis, Marie-Carmen. "Tarihini Arayan Şehir" *İzmir 1830-1930 Unutulmuş Bir Kent mi? Bir Osmanlı limanından Hatıralar*, translated by Işık Ergüden (İstanbul: İletişim Yayınları, 2009), 9.

<sup>112</sup> Atay, *Tarih İçinde İzmir*, 16.

<sup>113</sup> Pamuk, *Osmanlı-Türkiye İktisadi Tarihi 1500-1914*, 19.

In the following years İzmir witnessed the period of beyliks. During the period of *Aydinoğulları Beyliği*, İzmir became a navy city until the arrival of *Timur* in 1402.<sup>114</sup> At that time İzmir was destroyed firstly by *Timur* and later on by Venetians. With the domination of *Osmanoğulları* in 1322, the part of the city that changed hands became the sea side fortress because *Kadifekale* or upper castle was belong to *Osmanoğulları* since 1344 precisely. This sea side fortress or lower castle was called Saint Pierre built in 1261 by Genoese and located around today's *Hisarönü*. According to Atay this fortress competed with İstanbul aspect of trade. Turks were never controlled this fortress till 1402 when *Timur* came to İzmir. This situation was reflected localization directly. While non-Muslims lived around lower fortress, Turks were settled around upper fortress. After subjugating İzmir, *Timur* fulfilled the inner harbor and demolished fortification walls. It had been allowed Christians to inhabit and to maintain their trade dominance around new fortress where the Christian population was intensive since before. In that sense, Atay evaluates this condition was as the very first capitulation that given to non-Muslims.<sup>115</sup> Accordingly, Beyru does not have a doubt about continuing turmoil of the city experienced before was valid after Ottoman sovereignty. He asserts it would not be wrong to say that İzmir became more irregular in the rest of the 15th century.<sup>116</sup>

In following centuries, after dominating Mediterranean, the alternative trade network in which İzmir was located in the center rather than İstanbul was rapidly developed despite all government's maintaining a stance against to İzmir. According to Goffman, İzmir was undistinguished from village before this rise.<sup>117</sup> He drawn demographical situation of 1640's that was population of İzmir reached to about 35000-40000. Source of income was regional and international commerce. Additionally, he claims that another situation that triggered the development process of İzmir was lack of consciousness. Although there was not any routing feature or clear approach to control of international commerce because of its vital location city has developed (Figure 13).

On the other hand, Frangakis Syrett claims that one of the important factors which play a role in the development of İzmir in the 17<sup>th</sup> century is policies of the empire.<sup>118</sup>

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<sup>114</sup> Beyru, *19. Yüzyılda İzmir Kenti*, 2.

<sup>115</sup> Atay, *Tarih İçinde İzmir*, 17.

<sup>116</sup> Beyru, *19. Yüzyılda İzmir Kenti*, 11.

<sup>117</sup> Goffman, "İzmir: Köyden Kolonyal Liman Kentine", 107.

<sup>118</sup> Frangakis-Syrett, Elena. 18. yy'da İzmir'de Ticaret (1700-1820), translated by Çiğdem Diken, (İzmir: İzmir Büyükşehir Belediyesi Kültür Yayını), 2006, 21.



Until the middle of 17<sup>th</sup> century, state adopted the policy of making İzmir the only port of Western Anatolian in international market and trade. For the purpose of implementing this policy Ülker sorts structural transformations in this manner. Accordingly, *Sancak Kalesi* was constructed to ensure the safety of the vessels anchoring at port and hans, caravansaries, custom houses, depots and dockyards were built to create necessary infrastructure.<sup>119</sup> Additionally, Goffman also talks about Ottoman's investments.<sup>120</sup> In the 1670s *Köprülü Fazıl Ahmed* put into action a program to provide topographic unity that oriented to other Ottoman cities of the century. He ordered paving stone to the most important streets of the city and constructed aqueducts to provide water from *Buca* and *Halkapınar* to city center. According to Tekeli, 17<sup>th</sup> century is the threshold for the İzmir as rising a new warehouse city in the Eastern Mediterranean and gradually become a new star of Mediterranean.<sup>121</sup>

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 17<sup>th</sup>. The growth of the textile industry in Western Europe required a market for both raw materials and final production of fabric. İzmir could meet both of them.<sup>122</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 redistributors 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.

In that sense, İzmir's local harbors and geographical features started to gain values. In Figure 15, map shows detailed topography and gulf of İzmir. According to Scott, the increasing concern of the authority in productivity, health, sanitation,

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<sup>119</sup> Ülker, Necmi. "The Rise of İzmir 1688-1740", Unpublished Ph.D. Thesis, Michigan University, 1974, 91.

<sup>120</sup> Goffman, "İzmir: Köyden Kolonyal Liman Kentine", 132.

<sup>121</sup> Tekeli, İlhan. "Cumhuriyet Osmanlı Döneminde İzmir ve Hinterlandında Yaşanan Kapitalistleşme ve Modernleşme Süreçlerine Ne Tür Değişiklikler Getirdi?" accessed via academia.edu.tr, 2.

<sup>122</sup> Frangakis-Syrett, "Uluslararası Önem Taşıyan Bir Akdeniz Limanının Gelişimi: Smyrna: 1700-1914", 32.

transportation, mineral resources, grain production and investment is directly related to organizing the space and making it permanent.<sup>123</sup> In this context, mapping is the most important tool. In addition, the authority here is a European investor, as can be understood from the map author.



Figure 15. Detailed map of Comte de Choiseul-Gouffier's journey from Menderes to gulf of Edremit by J. Perrier showing gulf of Smyrne and environmental topography dated in 18th century (Source: ARKAS collection)

<sup>123</sup> Scott, James C. *Devlet Gibi Görmek*, translated by Ozan Karakaş, (İstanbul: Koç Üniversitesi Yayınları, 2020), 64.

In parallel with the growth and trade volume speed in Western world, the trade in İzmir also changes. As game changer of the world economy become Britain, İzmir which is integrated into world economy thanks to its port, changes major commercial partner as Britain, too. In this context, The Treaty of *Baltalimanı* agreement\* 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>124</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.



Figure 16. Luigi Storari, City Map of İzmir 1854-1856  
(Source: APİKAM)

<sup>124</sup> Pamuk, Şevket. *Osmanlı'dan Cumhuriyet'e Küreselleşme, İktisat Politikaları ve Büyüme* (İstanbul: İş Bankası Yayınları, 2008), 33.

\* 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 Kütükçüoğlu, *BaltaLimani'na Giden Yol: Osmanlı İktisadi Münasebetleri (1580-1850)*, (Ankara: Türk Tarih Kurumu Yayınları, 2013)

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 (Figure 16). On the map with the exception of important religious buildings, khans and castle does not come close to the building scale although in the urban texture, the building blocks are painted in pink. At the corner of map there is a legend table which indicates all street names and names of numbered buildings including some open spaces such as squares, cemeteries and vineyards. Especially seafront part of the city has dense subdivisions and almost each of them belong the different country as a custom according to legend. Additionally, as we can see from the map above, on the corner a region is colored differently. According to a group of researchers this geometrical arrangement in the Punta region is made by Storari and their claim is that the suggestion of cadastral proposal that aims to shift the industrial zone to this part of İzmir. However, considering that there will be one of the contributions to the literature aspect of this inquiry, this claim has been traced in especially state archives there is no concrete evident to prove this assertion.

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>125</sup> Intercity transportation does not work for only raw materials also daily basis steam ship lines serves transportation of people on a regular basis with London, Liverpool, Alexandrian and other Mediterranean ports.<sup>126</sup> Together with intercity transportation, city tram lines are also articulated almost a decade later.

Furthermore, in Figure 17 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>127</sup> Accordingly having direct connection with Mediterranean İzmir gained more significant role when we compare with capital city of Ottoman Empire.

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<sup>125</sup> Zandi Sayek, *Ottoman İzmir The Rise of a Cosmopolitan Port, 1840-1880*, 27.

<sup>126</sup> Kozmaz Politis, *Yitik Kentin Kırk Yılı*, (İstanbul: Belge Yayınları, 1992), 72.

<sup>127</sup> Zandi Sayek, *Ottoman İzmir The Rise of a Cosmopolitan Port, 1840-1880*, 29.

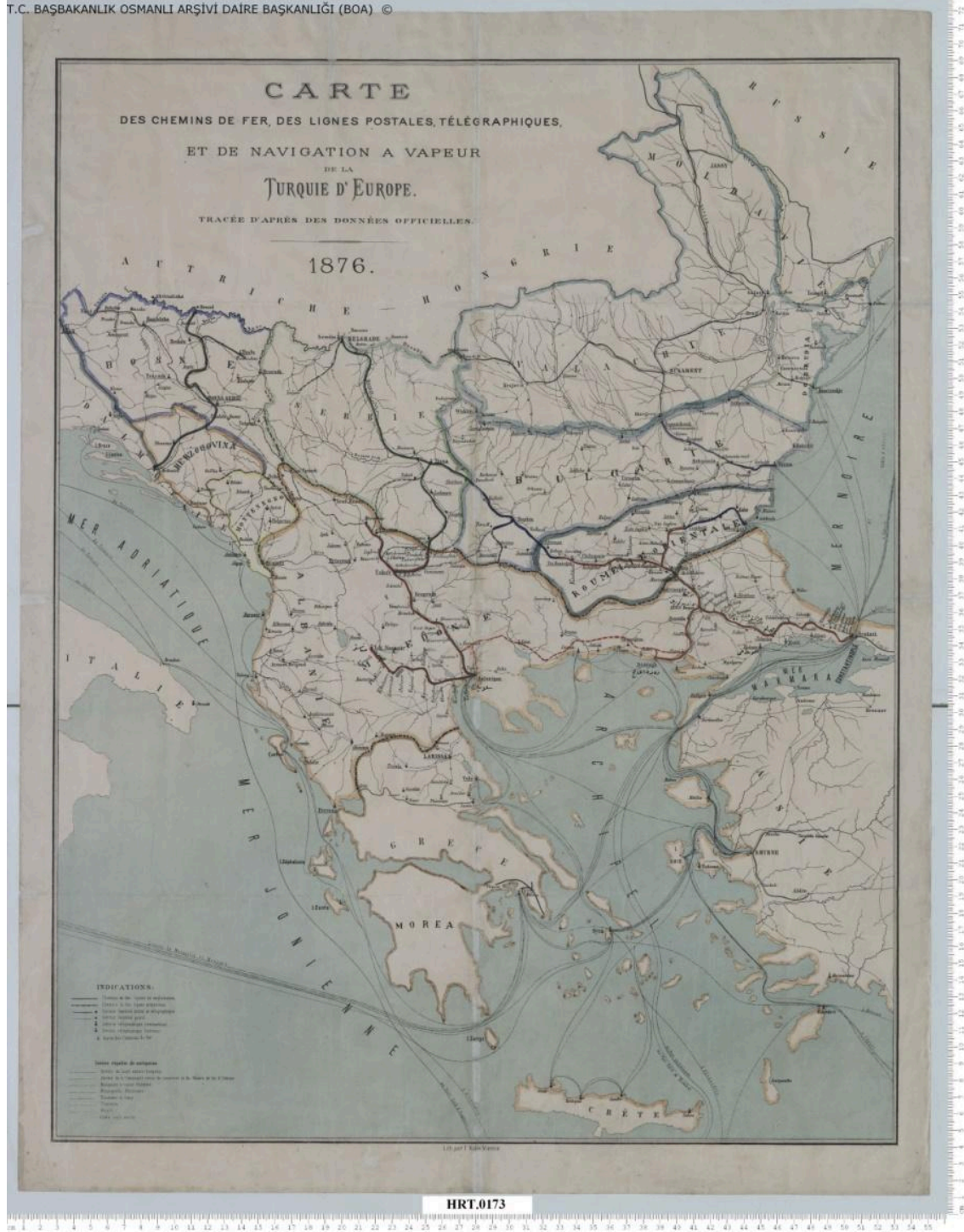


Figure 17. Map Showing the Railway, Maritime, Postal and Telegraph Networks in Ottoman Rumelia and Aegean Region, 1876 (Source: COA)<sup>128</sup>

<sup>128</sup> 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.

### 3.1.2. Political, Social and Economic Dynamics in İzmir

In the first Ottoman centuries the entire Western Anatolian coast was responsible for the provision and preservation of fruits and cereals that were harvested for İstanbul. For this reason, government did not encourage the trade in İzmir and also not lean towards the money that such a depot would bring.<sup>129</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>130</sup> In most of the 15th and 16th centuries the Ottomans succeeded in draining all the products of Western Anatolia to Istanbul. 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.<sup>131</sup>

Ottoman Empire regarded İzmir as commerce center or harbor city when we came to 16th century. On the other hand, Frangakis-Syrett gives prioritization that İzmir reached the international status became with search of new harbor in Mediterranean by Dutch, British and French traders.<sup>132</sup> The main aim of these traders was accessing Levantine\* market via new harbor. Among products they sought the most was cotton. Hinterland of İzmir has good quality cotton and also environment of city was source of wool. Although being within the boundaries of Aydın's administration, the inner hinterland of İzmir, including many Aegean islands, was within the range of distance that a caravan from the city could reach in one day.<sup>133</sup>

Whereas, Ottoman state was scudded into a series of wars that were long, costly and resulted in heavy defeats from 1768 to the beginning of the 19<sup>th</sup> century. During the wars against Austria, Russia, France, Greece and Egypt with decreasing imperial power in the state, rebellions started. Pamuk states that wars and political crises have left the economy in a difficult position.<sup>134</sup> For this reason, 19<sup>th</sup> century was different for both

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<sup>129</sup> Goffman, "İzmir: Köyden Kolonyal Liman Kentine", 104.

<sup>130</sup> Ülker, *The Rise of İzmir 1688-1740*, 1.

<sup>131</sup> Goffman, "İzmir: Köyden Kolonyal Liman Kentine", 105.

<sup>132</sup> Frangakis-Syrett, *18. Yüzyılda İzmir'de Ticaret 1700-1820*, 20.

\* Levant means Eastern Mediterranean and its countries.

<sup>133</sup> Frangakis-Syrett, *18. Yüzyılda İzmir'de Ticaret 1700-1820*, 13.

<sup>134</sup> Pamuk, *Osmanlı-Türkiye İktisadi Tarihi 1500-1914*, 180.

societies of Ottoman and economy of empire because conservative understanding of state managed to obtain in 17<sup>th</sup> and 18<sup>th</sup> century somehow. However, Pamuk underlines that Ottoman Empire faced directly with western military, political and financial power.<sup>135</sup> Economy of state started to open a new scheme, capitalism.

Goffman says that the Ottomans were a more integral and active part of Europe in the 17th century than in the 16th century. During the 18th and 19th centuries Britain, France and Prussia developed political, economic and social institutions that would bring the modern nation-states to life. However, neither Venetian, Harsburg, Ottomans nor any other Mediterranean power could effectively proceed on this path.<sup>136</sup>

Accordingly, Kasaba describes Western Anatolia as one of the first Ottoman area that was integrated into global networks.<sup>137</sup> One of the reasons of easily integration could be having appropriate site where transformation of distribution took place. From the totalitarian view Ottoman state was incorporated into capitalist world economy as a whole in between 1750s- 1810s.<sup>138</sup> In his book, capitalist world economy defines as “the capitalist world economy refers to the historically specific system of economic relations that was centralized in northwestern Europe during the fifteenth and sixteenth centuries. In the course of the following centuries, this system has expanded by incorporating areas that had hitherto been external to its operations. The capitalist world economy is characterized by the existence of a single division of labor; but unlike world empires, it contains multiple state structures.”<sup>139</sup> Additionally, Wallerstein underlines that capitalist world economy needs states, system between states and also periodically changing hegemonic powers on that systems.<sup>140</sup> On the contrary, capitalists never give priority to protect one of these structures. Urgency is always infinite accumulation of capital.

As the other emerging port cities of Alexandria, Salonica, Beirut in the Ottoman Empire, İzmir offered alternative consumption models that were cut out for the

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<sup>135</sup> Pamuk, *Osmanlı-Türkiye İktisadi Tarihi 1500-1914*, 181.

<sup>136</sup> Goffman, *Osmanlı Dünyası ve Avrupa 1300-1700*, 289.

<sup>137</sup> Kasaba, *The Ottoman Empire and The World Economy The Nineteenth Century*, 6.

<sup>138</sup> Kasaba, *The Ottoman Empire and The World Economy The Nineteenth Century*, 35.

<sup>139</sup> Kasaba, *The Ottoman Empire and The World Economy The Nineteenth Century*, 4.

<sup>140</sup> Wallerstein, *Dünya Sistemleri Analizi Bir Giriş*, 109.

production-consumption cycle for global trade.<sup>141</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 mercantile classes with foreigner ones who is familiar with global commerce network and the local merchants that supports international trade allows the city be above water.<sup>142</sup> Thus, flow of capital, investors, investment momentum gained, expanding working class creates a multi-ethnic and also multi-cultural commercial center.

### 3.1.3. Actors of İzmir in 19th Century

16<sup>th</sup> century can be defined as period of expansion of trade between Western Asia and Eastern Europe in addition to Mediterranean. Nevertheless, according to Pamuk this expansion left its place with a long-term recession in 17<sup>th</sup> century.<sup>143</sup> As the model of economic growth in Europe changed in the 18<sup>th</sup> and 19<sup>th</sup> centuries, the European countries that merchandized in İzmir also changed. With the loss of power of the *Sultan* capitulations had been only works in favor of the Europeans. Till 18<sup>th</sup> century the most important privilege was liberalization of travel and trade within the imperial borders. On the other hand, Empire started to give the right of constituting their own courts to solve commercial disputes. Pamuk states that these conditions were inconsistent with the sovereignty of the empire.<sup>144</sup> Moreover, the customs duties paid by European merchants were kept at the lowest level and also in most cases the foreigners paid less tax than the local merchants. In the following centuries, these practices put the Ottoman merchants in a difficult situation against the Europeans and they were adversely affected by this competition.

It is possible to list the actors of İzmir's trade as follows; dominantly British and French merchants and with decreasing ratio by comparison to others Venetians, Dutch

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<sup>141</sup> Frangakis-Syrett, Elena. "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*, V.X/2 1998: p.138.

<sup>142</sup> Zandi Sayek, *Ottoman İzmir The Rise of a Cosmopolitan Port, 1840-1880*, 10.

<sup>143</sup> Pamuk, *Osmanlı-Türkiye İktisadi Tarihi 1500-1914*, 111.

<sup>144</sup> Pamuk, *Türkiye'nin 200 Yıllık İktisadi Tarihi*, 57.



merchants leading families of city, farmers of West-Anatolia and Armenian, Rum, Jewish and Muslim commissioners. After 1730, French merchants held 50-60% of trade between Ottoman and Western Europe and more than 50% of İzmir trade. Furthermore, Frangakis-Syrett states that another commercial activity that brought in income for the French was the Ottoman coastal trade. On the other hand, British merchants had no right to participate in the coastal trade. The Dutch did not participate in coastal trade taking on their own initiative.<sup>145</sup>In the absence of these two countries, the French had taken up coastal domination. During the French Revolution and Napoleonic Wars French trade was interrupted. British trade was under the control of merchants in the charge of the *Levant Company*.<sup>\*</sup> Levant Company continued its commercial activities in İzmir until 1825, when it was abolished. World economy directed to freestanding trade that made it impossible for the Company to maintain its monopolistic constraints.<sup>146</sup>Company's monopolistic restrictions on İzmir's trade resulted in French dominance in İzmir market. The 1820s were years when the English had a voice in the Izmir trade.

Although the names of the countries that dominate the trade had changed their strategy of transaction was the same. Frangakis-Syrett summarizes this strategy as; merchants bought Ottoman goods from market places in city center or caravan areas in peripheries. Their goods were sold through non-Muslim commissioners from city.

Later, even though labelled as foreigners, these people largely settled in the region. 17 of the 25 notables the 19th century trade families who settled during this period started to be named as Levantines<sup>147</sup>, people who came from 'western' countries such as Britain, Italy, France, etc. To what was called *the levant*<sup>148</sup> and settled for generations to some, and some of these families' members still live in İzmir even today.

At that point, it is important to underline that despite Ottoman's İzmir religious group working together, they tended to sit in the streets around the mosques, churches and synagogues following the Ottoman tradition. Because commercial and industrial

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<sup>145</sup> Frangakis-Syrett, *18.Yüzyılda İzmir'de Ticaret 1700-1820*, 83.

<sup>\*</sup> The Levant company was founded in 1581 with the approval of Elizabeth I that provide seven year-trading in the Levant. Beginning from 1605, company was given unlimited trade rights in the Levant.

<sup>146</sup> Frangakis-Syrett, *18.Yüzyılda İzmir'de Ticaret 1700-1820*, 76.

<sup>147</sup> Semitt, Oliver Jens. 'Levantenler, Avrupalılar ve Kimlik Oyunları'. In *İzmir 1830-1930 Unutulmuş Bir Kent mi? Bir Omanlı Limanı'ndan Hatıralar*, edited by Marie-Carmen Smyrnelis, 123-139. İstanbul: İletişim Yayınları, 2016.

<sup>148</sup> It is the former name for the geographical area of Eastern Mediterranean which is now occupied by Lebanon, Syria, and Israel.

transactions changed İzmir's topography and demographic structure, İzmir became the growing point of two different correlated networks:

- Commercial representatives and consulates came from Amsterdam, London, Marseille and many European centers
- These were non-Muslim Ottomans who provided service to them.

Basically, ports are centers of exchange where different cultures and different environments meet at the boundary between land and sea. That is why the land of the *Kordon* became the most popular place of the city after a while. Banks, maritime agencies, commercial centers, insurance agencies were settled behind the port and around the *Frenk* Street specialized on luxury trade depends on demands of habitants of street. On the other hand as Bilsel states the old trading center with hans were houses of merchants and craftsmen associated with a more modest population.<sup>149</sup>

Because of its location İzmir has been a home for many ethnic identities that makes the city both an old and active urban residential area. For instance, Atay states that there were official representatives of 16 countries in Izmir at the beginning of 20<sup>th</sup> century.<sup>150</sup> Narration of *Frenk* street that foreign merchants accommodate changes author to author.

Furthermore, *Frenk street* was important part of the city starting from 16<sup>th</sup> century to alongside of history of İzmir. This street was settled parallel to İzmir's harbor. Especially foreign traders dwelled at villas with rows of gardens which were specific to Western Europe. According to description of Goffman, in addition to villas this boulevard consisted of two storey shops that second storey was living unit and dozens of taverns and cafes, churches which were belong to different sects, promenades and theatres.<sup>151</sup> Frangakis- Syrett gives detailed information about dimensions of street that was 4.5 metres wide and it was about half of the length of the city (Figure 18 and Figure 19). Along the road where adjacent to market place and some of the most beautiful houses of İzmir and houses of the consular officers were taking place. She defines that there were countless doors on the front façades of these houses. Moreover, terraces which were on the rear façades opened to the roofs of depots and the gulf used as pedestrian road. These

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<sup>149</sup> Bilsel, "Modern Bir Akdeniz Metropolüne Doğru", 154.

<sup>150</sup> Atay, *İzmir Rıhtımında Ticaret, Kordon Boyunda Yaşam 1610-1940*, 36.

<sup>151</sup> Goffman, "İzmir: Köyden Kolonyal Liman Kentine", 125.

houses were at the neighborhoods of countryside of the city looking through İzmir's harbor. The backyard of houses reached to sea and using dockyard while loading and unloading of ships in evenings. <sup>152</sup>

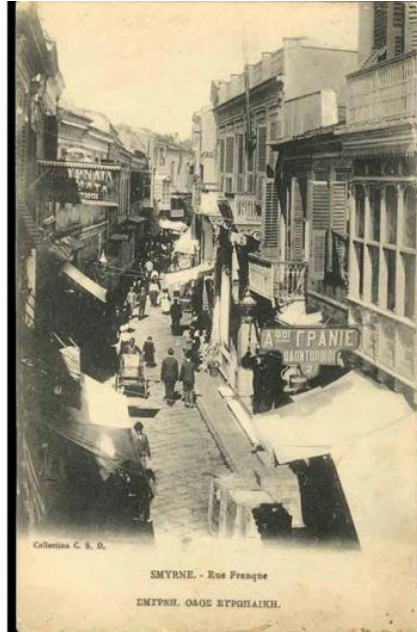


Figure 18. A view from *Frenk Street*.  
(Source: Aksoy Archives)



Figure 19. *Frenk Street*  
(Source: SALT Research)

<sup>152</sup> Frangakis-Syrett, *18. Yüzyılda İzmir'de Ticaret 1700-1820*, 29.

Sibel Zandi-Sayek underlines that travelers mostly talked about that street and describes 19<sup>th</sup> century of *Frenk street* from different perspective. This street was the symbol of the current belief, language and nationality of İzmir. Greek, French and Italian could be heard every hour of the day. Commercially, the products on this street came not only from hinterland of İzmir, but from all over the world. People of every class and faith were intertwined through every day. However, the time of the feast changes radically this space and acquires a completely different dimension as Catholic, persistent and compounded.<sup>153</sup>

Accordingly, drawing cosmopolitan structure of İzmir in different centuries giving priority to *Frenk street* which was the most cosmopolitan region is preferred studies in the field. Although Zandi-Sayek contributes literature differently with her book *Ottoman İzmir: The Rise of Cosmopolitan Port 1840-1880* aspect of social life through rituals and identity concepts. When all things considered about cosmopolitanism of İzmir that for the further stages of this research will aimed to determine the relation between traditional life and European way of living. It is possible to find similarities within contradictions.

In that sense, there were *Cemaat-i Gebran* neighborhood settled on back of the traditional market place. Most of Armenian peoples probably accommodated at east of *Cemaat-i Gebran*. Jewish people were living at the back of harbor. Finally, most of the population of Turkish people lived in half circle shaped area that encircled this non-Muslim core. From images of last period it is obvious that this residential situation preserved in 19<sup>th</sup> century as well. When we came to 19<sup>th</sup> century, traveler records too often talked about divided city as Turkish, Frank, Greek, Jewish and Armenian neighborhoods. Especially at the first half of the 19<sup>th</sup> century lines are so clear between these neighborhoods. A traveler pointed out that we can easily determine which neighborhood belongs which community is by just looking the streets. For instance, according to records, Armenian neighborhood competed with Frank neighborhood with its gorgeous two churches. On the other hand Jewish neighborhood was dirty and miserable.<sup>154</sup> When we came to Turkish, they located their dwellings at the boundary of

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<sup>153</sup> Zandi-Sayek, “Bayramlar ve Tören Alayları : 19. Yüzyılın İkinci Yarısında Ritüel ve Politika” in İzmir 1830-1930 Unutulmuş Bir Kent mi? Bir Osmanlı Limanından Hatıralar, edited by Marie- Carmen Smyrnelis translated by Işık Ergüden, (İstanbul: İletişim Yayınları, 2009), 194.

<sup>154</sup> Beyru, *19. Yüzyılda İzmir Kenti*, 41.





Figure 21. Pointing out authority's building and naming parcels according to their custom belonging ca 1865 (Source: COA)<sup>157</sup>

Additionally, it is also important to see with bold black lines as old shorelines that indicated on legend as *Ancien Rivage* (Figure 22). The previous situation of coast line can be seen more clearly from the next map that is accessed in The State Archives of Presidency of the Republic of Türkiye and prepared in Ottoman (Figure 20). Although project owner of the maps is unknown it is possible to say that first one prepared in a more detailed way by giving street numbers, names of cafes, hotels and also coloring the legend according to landholder. When zooming into second map above, only *Sarıkişla* and the main dock for which the state is responsible are drawn in building scale by contouring plan, rest of them colored randomly (there is no legend on the map also grouping them according to function or belonging do not work systemically, either) and, indicates name on map in Ottoman that makes reader think that the map was prepared by local authorities (Figure 22).

As understood its primarily function (exchange), ports are also works as gateways. According to İnal, gateway refers to a city that serves as an entry point of a national or regional economic system in the context of urban studies.<sup>158</sup> In this wise, interpreting İzmir as a gateway to Mediterranean world-economy is spot detection. Gateways are the pioneer to face novelties for instance all economical ruptures and their reflection.

<sup>157</sup> Plk.p.. 00012-0001-0003 accessed in 18.09.2019 in The State Archives of Presidency of the Republic of Türkiye.

<sup>158</sup> İnal, Onur. "The Making of an Eastern Mediterranean Gateway City: İzmir in the Nineteenth Century" in *Journal of Urban History*, 2018, 4.

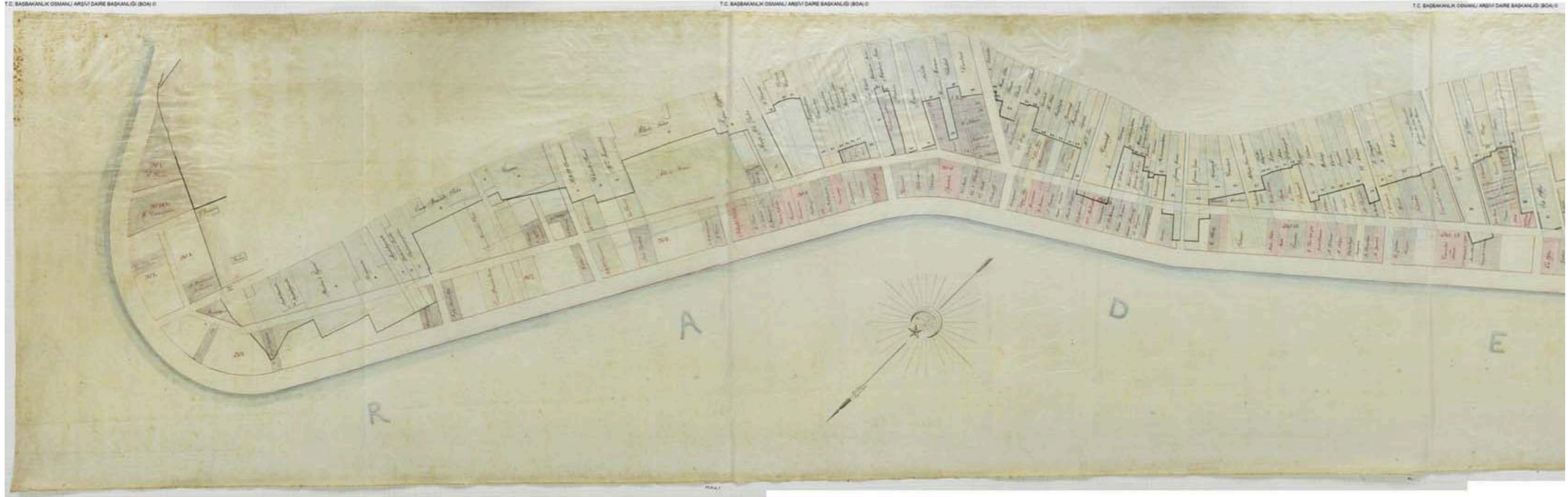




Figure 22. General map of İzmir' shore in 1889 after earth filling new parcels.





Figure 23. Coastline of Izmir shore before harbor renovation.

### 3.1.4. Urban Development of İzmir During Late Ottoman Period

After Industrial Revolution, the hierarchical structure of world strengthened while world trade expands. 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>159</sup> Hierarchical pyramid had been shaped during this enlargement. There was 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>160</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>161</sup> In 19<sup>th</sup> 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.

Another feature of Ottoman international trade in 19<sup>th</sup> century was causing continuous competition among industrialized European countries. For instance, French merchants controlled East Mediterranean trade in 18<sup>th</sup> century. On the other hand, with wars and revolutions, as in the whole world, the French took the place of the English merchants over time. According to Pamuk the other striking development in Ottoman trade is competition of British and German states and growing share of Germans at international trade.<sup>162</sup> However, due to their superiority in textile products Britain holds the largest share of Ottoman imports and exports until the First World War.

Meanwhile, defining the 18th century as the period of the Ottoman Empire's opening to the West, Batur underlines that the ideology and politics of the empire also changed during this period.<sup>163</sup> This state, which has established its philosophy on the understanding of expansion and conquest, adopts a pro-peace politics and diplomacy-

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<sup>159</sup> Pamuk, *Osmanlı-Türkiye İktisadi Tarihi 1500-1914*, 193.

<sup>160</sup> Wallerstein, *Dünya Sistemleri Analizi Bir Giriş*, 167.

<sup>161</sup> Pamuk, *Osmanlı-Türkiye İktisadi Tarihi 1500-1914*, 195.

<sup>162</sup> Pamuk, *Osmanlı-Türkiye İktisadi Tarihi 1500-1914*, 211-212.

<sup>163</sup> Batur, Afife. "Geç Osmanlı İstanbul'u" in *Dünya Kenti İstanbul*, edited by Afife Batur, (İstanbul: Türkiye Ekonomik ve Toplumsal Tarih Vakfı 1996), 169.

oriented approach after the *Karlofça* (1699) and *Pasarofça* treaties. <sup>164</sup> As Ortaylı indicates that to set closer diplomatic relation with West permanent ambassadors were sent to Paris and Vienna. Although in capital city and port cities like İzmir already have ambassadors (mostly commercial attaches) this attempts are quite new steps for state.

In this context, *Yirmisekiz Mehmet Çelebi*, who visited France in 1721-22 as the special representative of Sultan Ahmed III. With this voyage he visited the palaces, palace gardens, military barracks, watched military trainings, participated in theaters and operas, and has modeled for many painters. <sup>165</sup> This trip went beyond being a diplomatic event and the first cores of the idea of renewal in the army, education and architecture were laid in this trip. According to Batur, the desire for development (westernization) of the late period of Ottoman architecture and the accumulation of transit trade in Istanbul and Izmir and other port cities at the end of the 19th century create a certain investment potential. <sup>166</sup> Correspondingly, government offices were built in the almost every province. Additionally, barracks for regular army and high schools, new educational institutes (*rüştiye* and *idadi*) were established in the 19th century. Eventually this century would be the period when the largest housing investment was made, together with the private sector investments. Meanwhile, this development and transformation process defined by İlhan Tekeli also as peripheralization, gained momentum starting from the 1850s when it was at a certain speed in the first half of the century. According to him this situation continued until the First World War.

Equally important that reforms known as westernization movements or steps taken towards modernization starts under the rule of II. Mahmud (1830-1839). <sup>167</sup> Those movements were especially at the level of institutions such as military and education. However, *Tanzimat Fermanı* declared on 3 November 1839 during the reign of Sultan I. Abdülmecit is seen 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>168</sup>

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<sup>164</sup> Ortaylı, İlber. “Osmanlı Diplomasisi ve Dışişleri Örgütü” in *Tanzimattan Cumhuriyete Türkiye Ansiklopedisi* edited by Murat Belge and Fahri Aral (İstanbul: İletişim Yayınları, 1985), 277.

<sup>165</sup> Batur, “Geç Osmanlı İstanbul’u”, 171.

<sup>166</sup> mimdap.org, “Afife Batur” accessed in June 12<sup>th</sup> 2022.

<sup>167</sup> Akyıldız, Ali. *Tanzimat Dönemi Osmanlı Merkez Teşkilatında Reform (1836-1865)*, (İstanbul: Eren Yayıncılık, 1993), 21.

<sup>168</sup> Davison, Roderic H. *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>169</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>170</sup> The fact that all these innovations affect the empire with all its subjects, of course, affected the city investments of the citizens and foreigners in a good way. Investors whose conditions have become more liberal have increased their activities in port cities, especially in İzmir.

Additionally, through feeding from the insurance and banking activities construction of railways and docks were as an infrastructure investment. Furthermore, these railways made their institutionalization in the city much easier.<sup>171</sup> In the 19th and early 20th centuries İzmir continues to be the most important port of Ottomans in trade with West and the second center of bank of the empire after Istanbul.<sup>172</sup>

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 as in the whole empire, also in İzmir. For İzmir case; in this process, the need for a new urban infrastructure and laws, and as a result of legal solutions and administrative organizations developed in response to the need, enormous changes are seen at the city scale.

Besides, Çıkış states that three social group mostly affected these innovations both architecturally and commercially.<sup>173</sup> Those are, *State* which was tried to adopting Westernization as ideology, *The Commercial Bourgeoisse* which was the new class of the era and played vital role for commerce as a mediator that demanded European standards to their city in Empire and lastly *The Traditional Class* were mostly formed by Muslim merchants and citizens who faced with status deprivation because of because of not taking

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<sup>169</sup> Smyrnelis, "Tarihini Arayan Şehir", 16.

<sup>170</sup> Davison, *Reform in the Ottoman Empire*, 424.

<sup>171</sup> Kaya, Alp Yücel. "19. Yüzyıldan 21. Yüzyıla İzmir Ekonomisinde Süreklilik ve Kırılmalar" in *Değişen İzmir'i Anlamak* edited by Deniz Yıldırım and Evren Haspolat (Ankara: Phoenix Yayınevi, 2010), 60.

<sup>172</sup> Frangakis-Syrett, "Uluslararası Önem Taşıyan Bir Akdeniz Limanının Gelişimi: Smyrna: 1700-1914", 44.

<sup>173</sup> Çıkış, Şeniz. "Typological Transformation in Turkish Architecture During The Process of Peripherilisation", unpublished PhD Thesis. İzmir, 1999: p.230

the pace. Zandi-Sayek shares the same idea that new buildings and modernized institutions which are mainly served imperial bureaucracy to *Westernise* them are further formalizing public experience of the city.<sup>174</sup> Newly adopted relationships in urban change take control and create visible effects on the built environment.

In that sense bureaucracy's architectural reflection can be varied at the city according to class members who are sorted as sultan, military and civil bureaucrats.<sup>175</sup> Correspondingly, the establishment of the regular army with the reform efforts that started in the first half of the 18th century brings its spatial organization with it.<sup>176</sup> Next to the capital pioneer examples such as the *Humbaracı Ocağı* Barracks, *Taksim Topçu* Barracks, *Kuleli* Barracks in Istanbul, during the II. Mahmud period, a barracks would be built on the seaside for *Asakir-i Mansure-i Muhammediye*\*, which will be called *Kışla-i Humayun* at first, and mostly *Sarıkişla* in İzmir. The construction of the 3-storey, masonry and U-shaped building, whose foundation was laid in the city center and overlooking the sea, was completed between 1826-1829 (Figure 24).<sup>177</sup>



Figure 24. Photography of Sarıkişla  
(Source: SALT Research)

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<sup>174</sup> Zandi Sayek, *Ottoman İzmir The Rise of a Cosmopolitan Port, 1840-1880*, 35.

<sup>175</sup> Çıkış, "Typological Transformation in Turkish Architecture During The Process of Peripherilisation", 78.

<sup>176</sup> Berkes, Niyazi. *Türkiye'de Çağdaşlaşma*, (İstanbul: Yapı Kredi Yayınları, 2016), 91.

\* After the abolition of the guild of Janisseries (*Yeniçeri Ocağı*), *Asakir-i Mansure-i Muhammediyye* is the name of the military institution established on 14 June 1826 by the order of II. Mahmud.

<sup>177</sup> Alpaslan H. İbrahim and E. Aysu Gülenç, "İzmir Sarıkişla'nın İnşa Evreleri" in *Türkiye Bilimler Akademisi Kültür Envanteri Dergisi*, 2019, v.19, 32.

At the sametime, *Katipzade Konağı* comes as a architectural manifestation of civic breaucrats and soon after emerges as Government Office representing authority namely Sultan next to Sarıkışla. This mansion, which now gives the name of the district to the square, was used as a winter residence by the *Katipzade* family in the early 1800s, and was used as an administrative building representing the state starting from 1829.<sup>178</sup> With the barracks building and the government office, the city has a prestigious square (Figure 25). The clock tower, which is one of the most important components of this square, should also be mentioned briefly although it is dated in 1901.



Figure 25. A postcard of Konak Square with clock tower and *Sarıkışla*  
(Source: AKMED)

The İzmir Clock Tower was designed by Levantine French architect Raymond Charles Péro in 1901, for the commemoration of the 25<sup>th</sup> anniversary of Abdülhamid II's accession to the throne that was celebrated throughout the empire (Figure 26).<sup>179</sup>

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<sup>178</sup> Yılmaz, Fikret and Yetkin, Sabri. *İzmir Kent Tarihi*, (İzmir: İzmir Büyükşehir Belediyesi Yayınları, 2002), 61.

<sup>179</sup> Yetkin, Sabri. *Kentsel Bir Sembolün Doğuşu İzmir Saat Kulesi*, (İzmir: İzmir Büyükşehir Belediyesi Yayınları, 2001), 12.



Figure 26. Celebration of Constitutional Monarchy  
(Source: Rauf Beyru, 19. Yüzyılda İzmir Kenti)

With the erection of tower all actors were on the scene for instance the mosque with its minaret which was one of the important tools to understand time, School of *Sultaniyye* at the background which is another modernist apparatus to teach and finally the tower that changed perception of time and space understanding with behaving totally as a modernist tool.

The commemoration of the 25<sup>th</sup> anniversary of Abdülhamid II's accession to the throne was celebrated throughout the empire. Clock tower was one of the well-known samples of that era which erected at the main square at Konak. This Konak choice holds significant weight since the square was defined as heart of city because of its location between the harbour and the center of commerce. Konak was a crossroads where European and Eastern merchants came together since ancient times.

Hence İzmir clock tower somehow united all traders' time sense because it changed Muslims understanding of time at harbour with replacing with *ezan*. Spatially, clock tower was the only image that involved on postcards, post stamps, banknotes, logo of municipality, photos from yesterday till present, gathering zone, meeting and reaching point of society, etc.



Figure 27. Goat Map showing Konak Square as Place Du Gouvernorat indicating part of Sarıkışla and Clock Tower (Source: APIKAM)

In above map which are drawn with the purpose of insurance, at the right-hand corner it is clearly seen this western square of İzmir as a very first public square with all defining components (Figure 27).

Hitzel underlines that according to the new state system, which inspired by the French state system, İzmir becomes the center of the Aydın province.<sup>180</sup> With the

<sup>180</sup> Hitzel, Frederick “Jewel of Mediterreanean” in *Smyrna in the 18th and 19th Centuries: A Western Perspective*, (Arkas Sanat Merkezi, İstanbul: Mas Matbaacılık 2013), 79.



construction of the barracks, the imperial hospital, two monumental educational buildings, customs and passport buildings symbolize the power and modernity of the state in the city with their dimensions and architectural decorations (Figure 28).



Figure 28: Postcard from İzmir Mektebi Sultani  
(Source: Salt Research)

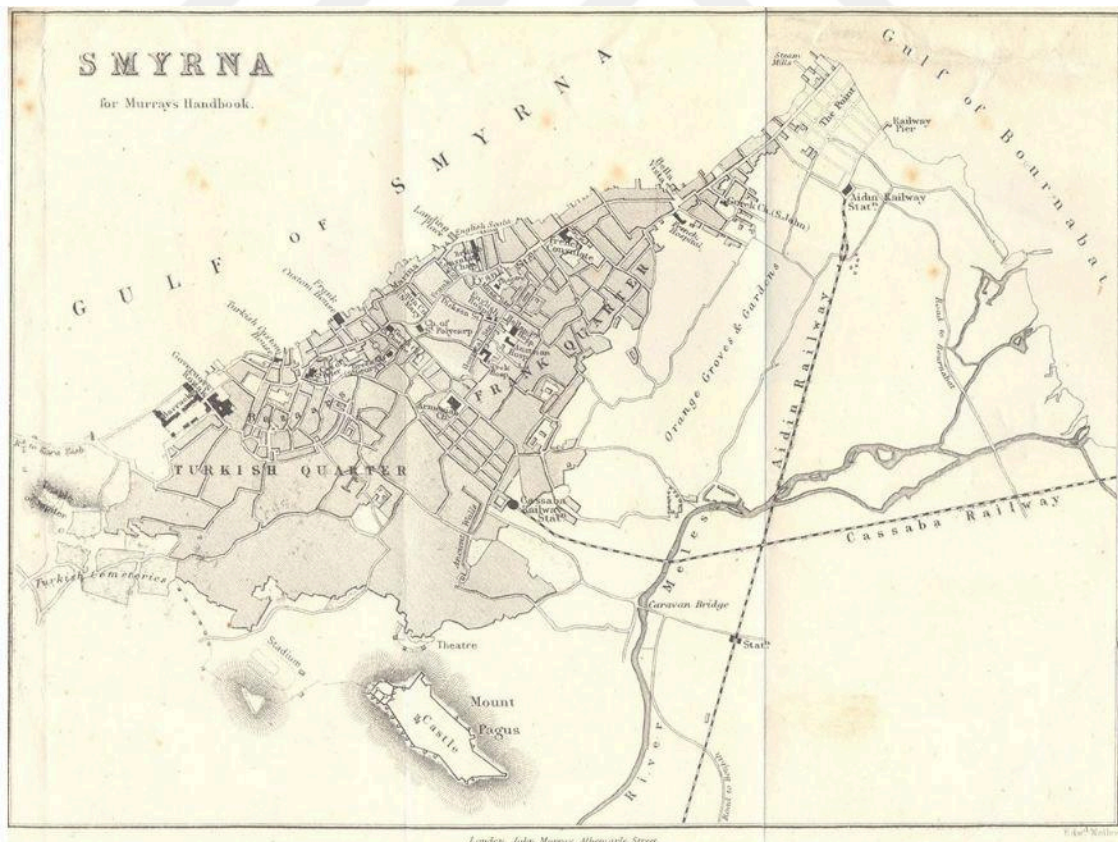


Figure 29. İzmir map from Murray's Handbook for Travellers, 1873  
(Source: APIKAM)

In this Izmir plan which is dated to 1873, it is possible to see all the innovations brought by the late Ottoman period on the plan scale (Figure 29). 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 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. It is need to be emphasized that Punta region is again differentiated from others parcels aspect of color. When second map comes into discussion, renovated port is also highlighted with other neighborhood of the city such as Greek quarter, Jewish quarter and Armenian quarter as refurbished after great fire (Figure 30). Accordingly, fires are also the starting point of physical changes of city that can be evaluated as a chance on the one hand (Figure 31). New technics in construction and new understanding of planning would apply on site to make appropriate roads to new transportation technology. Especially after 1880, Kuban asserts that regulated paths were started to build especially in the developed districts of the city which were suitable for vehicular transportation.<sup>181</sup>

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<sup>181</sup> Kuban, Doğan. *İstanbul Bir Kent Tarihi, Byzantion, Konstantinopolis, İstanbul*, (İstanbul: İşbankası Yayınları, 2010), 368.

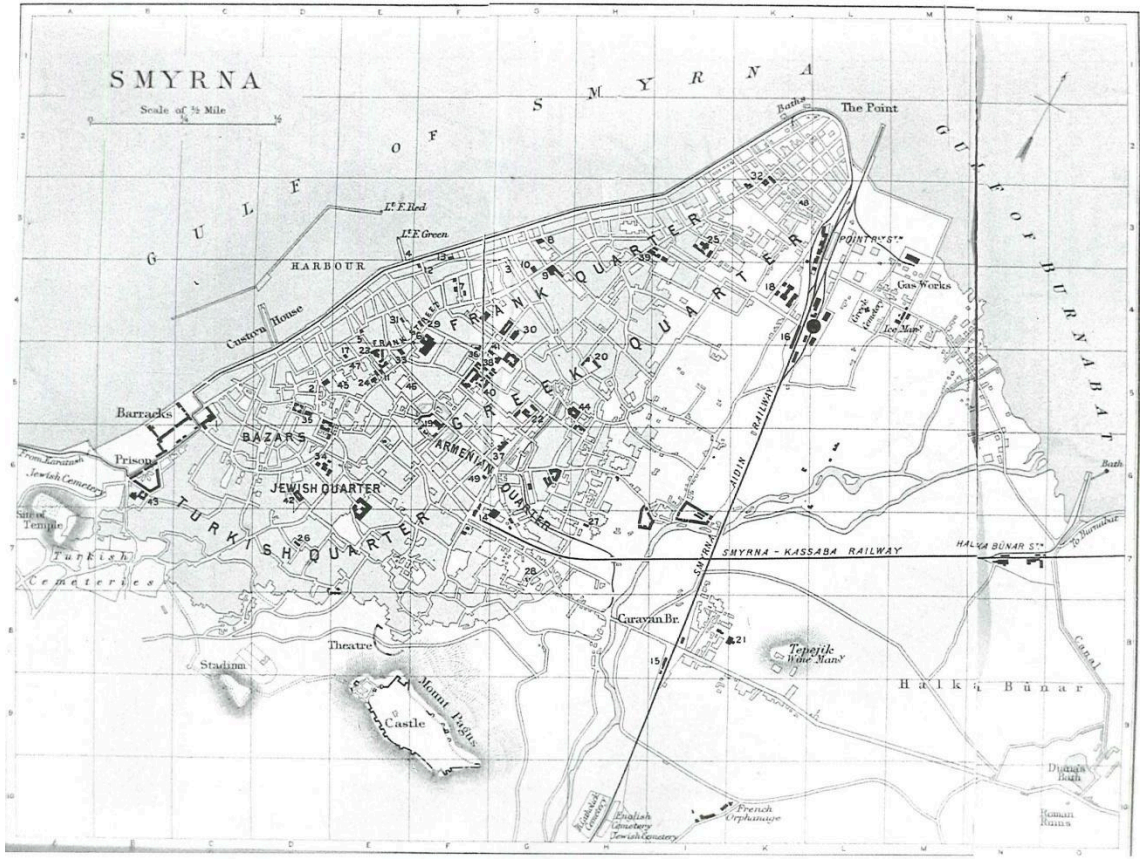


Figure 30. Map of İzmir, dated in 1878, author is unknown.  
(Source: APİKAM)

According to Bilsel with *Tanzimat* regulations and *Ebniyye Nizamnameleri* edicts the western image of İzmir was highlighted.<sup>182</sup> Kasaba evaluates *Tanzimat* term (1840-1876) as commercial revival of both Europe and Ottomans. 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>183</sup>

<sup>182</sup> Bilsel, "Modern Bir Akdeniz Metropolüne Doğru", 146.

<sup>183</sup> Serçe, Erkan. *Tanzimattan Cumhuriyet'e İzmir'de Belediye 1868-1945*, (İzmir: Dokuz Eylül Yayıncılık, 1998), 33.

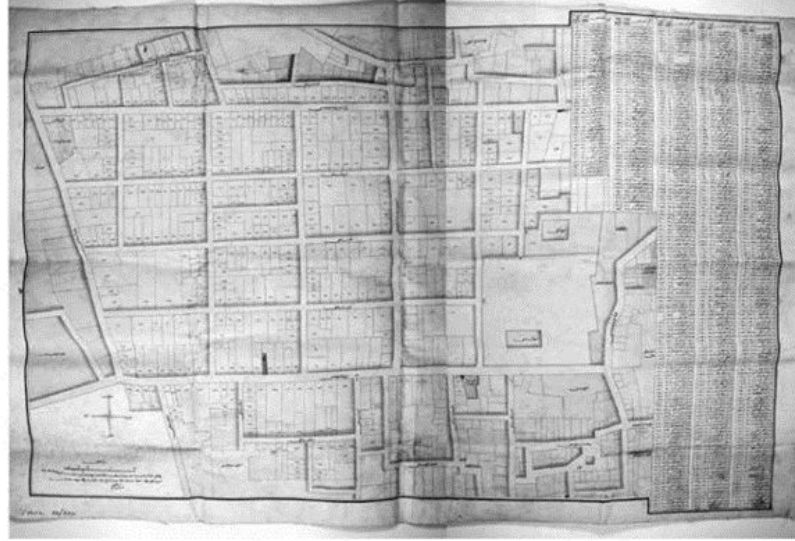


Figure 31. Cadastral Plan of Armenian Neighbourhood after great fire, 20.06.1847  
(Source: COA, I MVL 98/2110 document accessed in 18.02.2020)

Correspondingly, Tekeli states that the first municipal works in the context of the empire formed the basis for the arrangement with the detailed city map drawn by Hemuth von Moltke, who was invited during the II. Mahmud period.<sup>184</sup> Bilsel says that engineer Luigi Sorari is the first person assigned to prepare the plan in 1/5000 scale and determine the cadaster of the city, considering the public good and benefit.<sup>185</sup> It is popular in this century to use the cartography tool to record the existing maps together with these maps and to suggest changes on this plane. According to Çelik, the importance given to the urban pattern through map drawing continued throughout the *Tanzimat*.<sup>186</sup> In this wise, Lamec Saad who worked as an engineer in the Ottoman Empire between 1873-75, and during this period, he had the opportunity to make a 1:5000 scale Izmir plan. New arrangements made especially in the urban area, ports, piers, railways and stations can be seen on this map. Comparing those two maps aspect of new investments is possible. In the next chapter those massive construction activities are examined in detailed.

<sup>184</sup> Tekeli, İlhan. “19. Yüzyılda İstanbul Metropol Alanının Dönüşümü” in *Modernleşme Sürecinde Osmanlı Kentleri*, ed. By Paul Dumon, François Georgeon trans. by A. Berktaş (İstanbul: Tarih Vakfı Yurt Yayınları, 1999), 25.

<sup>185</sup> Bilsel, “Modern Bir Akdeniz Metropolüne Doğru”, 146. Please see page 62 for detailed map.

<sup>186</sup> Çelik, Gözde. “Tanzimat Döneminde Tarihi Yarımada: Tercihler, Yaklaşımlar, Görünümler” in *Türkiye Araştırmaları Literatür Dergisi*, 2010, v.8, n.16, 230.

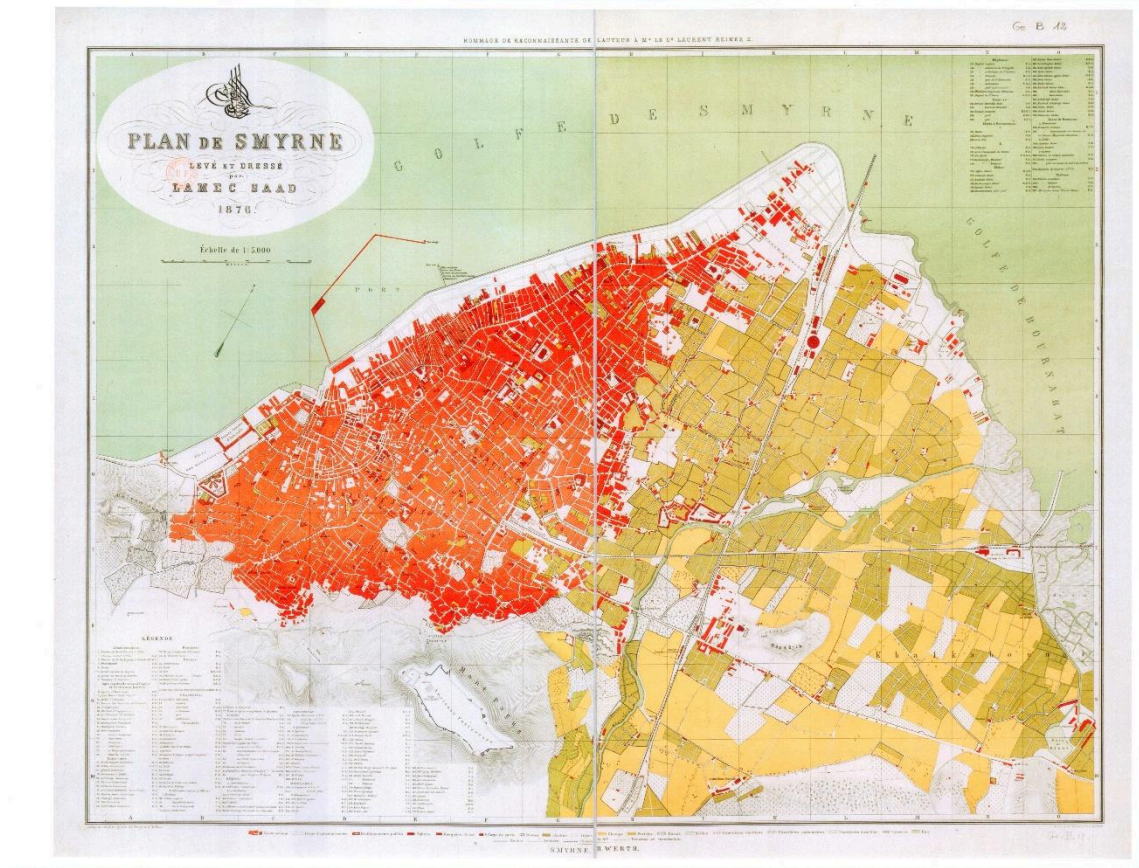


Figure 32. City Map of İzmir, Lameec Saad Map, 1876.  
(Source: APIKAM)

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, which came into play during the *Tanzimat* period.<sup>187</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. Four members of the city council, which consists of eight members, are foreign, two were Muslims, one Christian and one Jewish.<sup>188</sup> Hitzel states that according to the new state system, which inspired by the French state system, İzmir becomes the center of the Aydın province in

<sup>187</sup> Kerimoğlu, Taner. "19. Yüzyılda Reformlar ve İzmir" in *İzmir Kent Ansiklopedisi, Tarih*, 2013, v.2, 82.

<sup>188</sup> Kerimoğlu, "19. Yüzyılda Reformlar ve İzmir", 83.

1864.<sup>189</sup> Accordingly, because of being center of an Aydin and with a large residential area that is difficult to control by municipality makes institution divided into two between 1878 and 1889. One municipality responsible from the Muslim and Jewish quarters, and the other one works for Armenian, Greek and Frank quarters.<sup>190</sup> It should also be noted that in İzmir, modern municipal applications carried out by mostly foreign companies from transportation investments to water distribution, sewage system and city lighting. Therefore, those municipalities provide the service such as laying streets and sidewalks, lighting with gas, demolition of scattered cafes and wooden docks built on stilts changes city with wide and linear planned streets (Figure 32).



Figure 33. General View of İzmir, Alphonso Rubellin c. 1870s  
(Source: SALT Research)

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<sup>189</sup> Hitzel, “Jewel of Meditterreanean”, 80

<sup>190</sup> Hitzel, “Jewel of Meditterreanean”, 80.

Additionally, The Ottoman administration took the most vital decision that would affect the mega-form of the city, and the river bed was changed so that the Gediz river would not fill the bay and would not affect the operation of the new pier over time.<sup>191</sup> In figure 33 gives an idea about urban stock of city at that era.

### 3.2. Urban Transformation of İzmir in 19th Century

Studies focusing on İzmir as a port city have limited emphasis on how its port and hinterland affect each other morphologically. In fact, it would not be wrong to say that this is a general practice in other urban history studies. Because Bugatti emphasizes the similar deficiency for Thessaloniki.<sup>192</sup> However, for port cities, its hinterland is the most important parameter that shapes it morphologically mutually.



Figure 34. The map of railways in Western Anatolia  
(Source: COA)<sup>193</sup>

<sup>191</sup> Hitzel, "Jewel of Mediterranean", 70.

<sup>192</sup> Bugatti, Emiliano. "Urban Identities and Catastrophe: İzmir and Salonica at the End of Ottoman Empire" in *Geographical Review* Vol. 103, No. 4 (October) published by Taylor&Francis, pp. 498-516, 2013, 501.

<sup>193</sup> HRT.h.. 1744 1301 R 02 1 accessed in 18.09.2019.

As Bugatti claims that city transformation and its evaluation is strictly connected with the hinterland of center. Especially in İzmir case it is quite clear that transformative attempts such as renovation of port or railway construction are directly integrated with hinterlands and center relations both physically and economic ways.

In that sense, namely, it is important to underline that there are two important novelties that shaped city's urban form. First one is railway constructions and the second is renovation of harbor. The railways of Western Anatolia are shown in Figure 34. The main aim of distribution such stationary points is related with the easy transport of goods.

### 3.2.1. Construction of Railways

Cana Bilsel defines city as “The city which leans on the slope of *Kadifekale* (Pagos Mountain) and the hill of *Değirmendağı* descends towards the bay; while it is bounded by the sea to the west, reaches to the plain in the north. After *Meles* River curled like a snake in this region, it falls into the bay of *Bornova*.”<sup>194</sup> Her description includes city structure of İzmir that gives traces of caravan roads. Firstly, through *Kervan Köprüsü*, *Meles* River was passed and caravans reached to hillside of *Kadifekale*. Secondly, there were road of Aydın which opens to the southern part of the hinterland of İzmir where *Kadifekale* and *Değirmendağı* were united. And finally it is defined that *Frenk Street* along seashore from city center to the north *Punta*. According to her, the city structure of İzmir was organized according to the logic of commerce which is the main theme of port cities.<sup>195</sup>

Certain streets are not only directed to the center where concentrating of the trade buildings, they were also reached the large hans that whether the goods are exchanged. In addition to port trading, İzmir was also live aspect of caravan trading. *Kervan Köprüsü* is described as the gate of Anatolia by Smyrnelis.<sup>196</sup> Atay gives detailed information about distance from some centers to İzmir. From İstanbul to İzmir took 8 days, from Konya to İzmir took 6 days and from Aleppo to İzmir took 25 days.<sup>197</sup> However any difficulties in

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<sup>194</sup> Bilsel, “Modern Bir Akdeniz Metropolüne Doğru”, 144.

<sup>195</sup> Bilsel, “Modern Bir Akdeniz Metropolüne Doğru”, 145.

<sup>196</sup> Smyrnelis, “Tarihini Arayan Şehir”, 11.

<sup>197</sup> Atay, *Tarih İçinde İzmir*, 20.



the arrival of caravans would create trouble in foreign trade transaction.<sup>198</sup> In Figure 35 map shows center and town road relation from *Bayraklı* to *Torbali*.



Figure 35. Partial İzmir Map showing connection center of city and peripheral vicinities from Urla to Nif, 1922 (Source: COA)\*

In order 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 Tekeli points out, a region' settlement structure morphologically depends on the products and transportation infrastructure together with the politics of state and international affairs.<sup>199</sup> İzmir as a city and its morphological characteristics are heavily affected by the surplus and the ways to transport that surplus.

In this manner, 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 railway was established in Punta where outside of the city center in 1858.<sup>200</sup>

<sup>198</sup> Cobb, Elvan. "Camel Among The Tracks: Disparate Mobilities in Ottoman Anatolia", *Society of Architectural Historians Annual Conference 18-22 April, 2018*.

\* Detailed map is placed on end of chapter, please see page 153.

<sup>199</sup> Tekeli, "Ege Bölgesi'nde Yerleşme Sisteminin 19. Yüzyıldaki Dönüşümü", 79.

<sup>200</sup> Bilsel, "Modern Bir Akdeniz Metropolüne Doğru", 148.



authorities may make city extension that way. On the other hand, İzmir-Kasaba station is placed at the center as seen from the map on the *Basmane* region (Figure 36). That station meets with the commerce center, many roads come from harbor and *Karavan* roads.



Figure 37. Map of railroads to İzmir-Aydın-Kasaba, 1906, 1/500000  
(Source: COA accessed in February 2020)

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>201</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 attraction for the products of the entire region.<sup>202</sup> İzmir in Turkey

<sup>201</sup> Kontente, Leon “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.

<sup>202</sup> Bilsel, “Modern Bir Akdeniz Metropolüne Doğru”, 150.

became a port of a world-wide transportation hub of raw materials and natural sources, and just like them changes in the built environment of the city and its hinterland occurred after the careful selection of its railway routes (Figure 39, 40, 41 and 42).

In 1865 when the first phase of this line opened between İzmir and Manisa, İzmir is the only city of the Empire have had a railway to this date.<sup>203</sup> These railways not only privatize the city in the international and national arena, but also develop the suburbs reached by the railway (Figure 38). 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>204</sup>

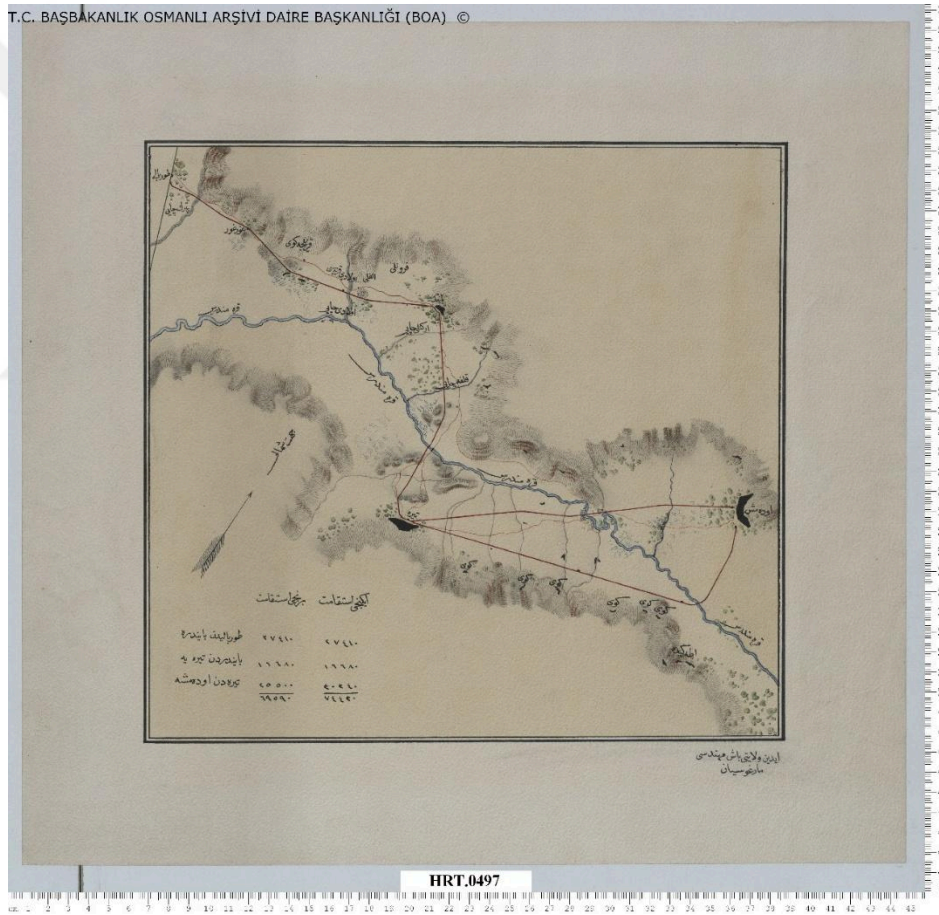


Figure 38. Map of Ödemiş-Tire-Bayındır Rail Road, 1906, 1/50000  
(Source: COA accessed in February 2020)

<sup>203</sup> Kontente, “İzmir: The Changing Face of a City”, 113.

<sup>204</sup> Kontente, “İzmir: The Changing Face of a City”, 114.

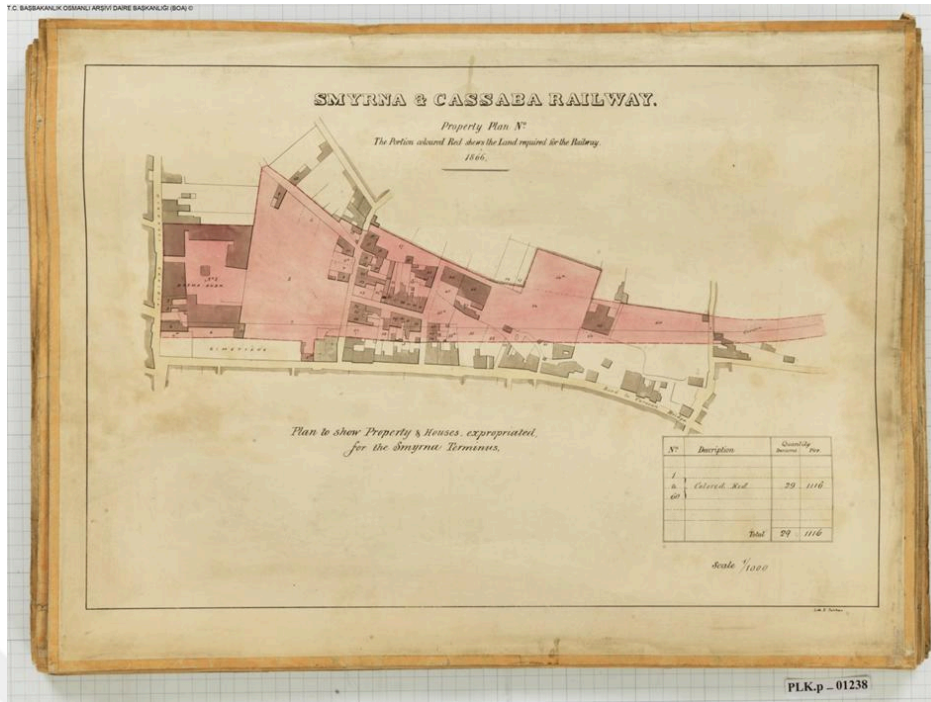


Figure 39. Plan of İzmir-Kasaba Railway N.0, 1866  
(Source: COA)

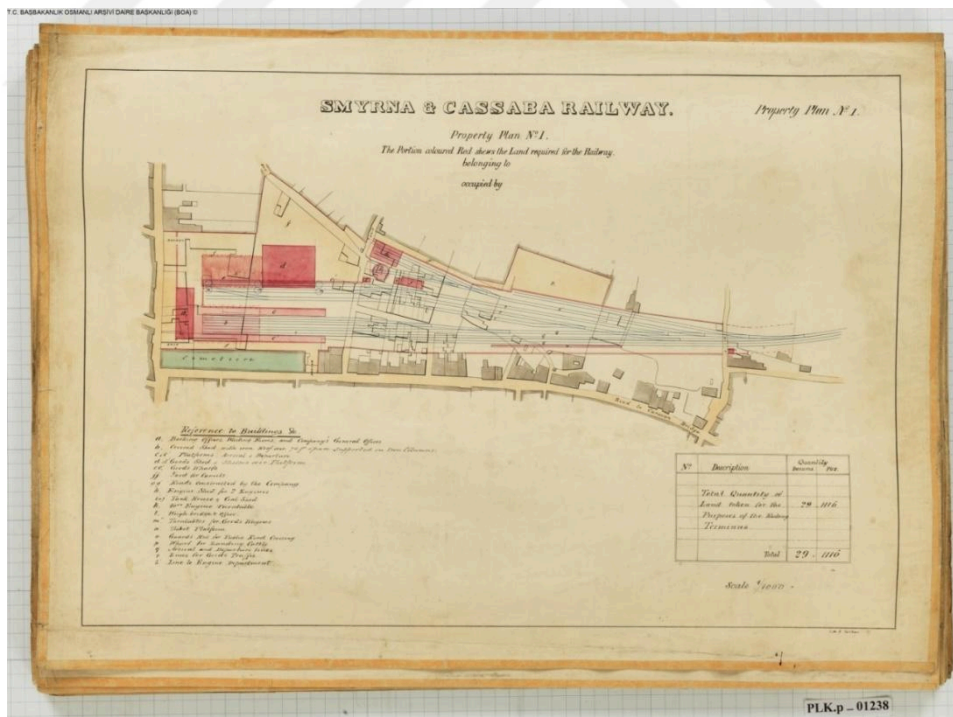


Figure 40. Plan of İzmir-Kasaba Railway, N.1, 1886  
(Source: COA)



### 3.2.2. Renovation of Port

With the urbanization transformation that started in the second half of the 19th century, not only changes in the appearance of the city but also its economic function changed radically. İzmir city provides its development thanks to the port. On the other hand, as Bilsel states port activities take place mostly in a distributed manner at the dock in a large number of commercial firms belonging to European. In other words, the European merchant ships anchor at offshore of European neighborhoods and the transfer of goods between the piers and the ships happened in the 19th century, as in the 17th century, with boats.<sup>205</sup> The renovation of wooden antique port and quay of İzmir has been on the agenda since the 1860's. Kütükoğlu states that the aim is to establish the relationship of the city with its hinterland faster and there is no port city around empire with regular harbor facilities.<sup>206</sup>

In Figure 43 the map indicates many wooden quays just next to the English consulate building. \* Almost every consulate has its own quay to transfer and it makes hard to control the goods in and out.

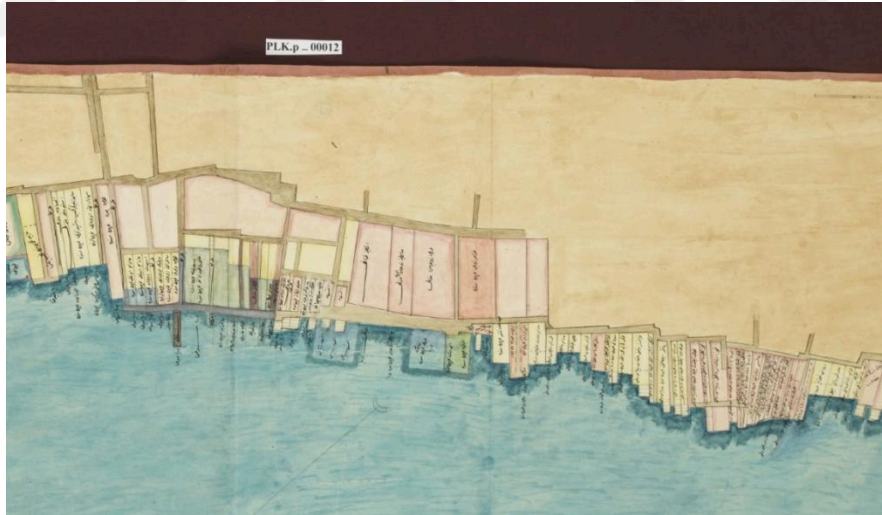


Figure 43. Partial map of a seashore that shows wooden docks with English Consulate building

<sup>205</sup> Bilsel, “Modern Bir Akdeniz Metropolüne Doğru”, 144.

<sup>206</sup> Kütükoğlu, Mübahat, “İzmir Rıhtımı İnşaatı ve İşletme İmtiyazı” in Tarih Dergisi, (v.32, 1979: 495-558), 495.

\* For the detailed map please see page 81.

In addition to that, Beyru asserts that all the houses and warehouses of foreign traders settled along the coast have their own private pier (Figure 44). In fact, it is also known that a significant amount of goods entering apart from the public pier are hidden by taking advantage of the night via those private decks.<sup>207</sup>



Figure 44. Photo of İzmir Quay, Alphonse Rubellin, ca 1870s  
(Source: Levantine Heritage )

In this context, other than European entrepreneurs, travelers who came to visit the city with the help of the frequent steamboat trips underlined the need for a modern public pier instead of the trade-intensive *Frenk* street, which almost hampers the relationship with the sea.<sup>208</sup> It can be said that due to the rows of buildings that lean against the sea, both healthy trade and public benefit from the sea are prevented. The management who aware of the problem, also taking on the agenda of the construction of a new dock, first starts the sales of 15 meters from the structure to the sea.<sup>209</sup> The buyer of the land from

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<sup>207</sup> Beyru, *19. Yüzyılda İzmir Kenti*, 263.

<sup>208</sup> Beyru, *19. Yüzyılda İzmir Kenti*, 348.

<sup>209</sup> Beyru, *19. Yüzyılda İzmir Kenti*, 349.



the sea had to fill it in a certain period of time, otherwise state transferred the right. However, this method has been shelved, especially since it will help foreign traders with capital to expand their businesses towards the sea.



Figure 45. Photo of İzmir Quay ca 1870s, Alphonse Rubellin  
(Source: APIKAM)

Already the old quay was not suitable to accommodate large tonnage ships. Coal stores and suitable berths were also required for the steamships that began to appear on the seas.<sup>210</sup> 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 27<sup>th</sup> of November by settling the firm *Société des Quais de Smyrne*.<sup>211</sup> Results of the works that were done by the British engineer was refused because of not giving desired picture which consist of quay constructions, a tram line that will travel along the entire coast, a sewer system and a 240-meter breakwater by taking the example of the Dussaud Brothers company from

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<sup>210</sup> Kontente, “İzmir: The Changing Face of a City”, 114.

<sup>211</sup> Atay, *Tarih İçinde İzmir*, 94.

Marseille.<sup>212</sup> Joseph and Elie Dussaud were competent and reliable as they built the ports of Marseille, Trieste, Cherbourg.<sup>213</sup>

In time, the Dussaud Brothers company will take control of this formation and merged with via the suggestion of French consul, of which it is a capital partner, in a short time.<sup>214</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>215</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>216</sup> It is important to give the information that after operating 57 years, company assigned the docks to the Turkish government in 1933.<sup>217</sup> Moreover, Atay gives architectural details of harbor as harbor as length of port's wall is 3245 m and the part of 1250 m belongs to commerce and harbor administration. Rest of the harbor can be used as promenade that wideness of pavement is 18.75 m covered with paving stone. Harbor has two piers or in other words breakwater on south and north direction which 55 meters wide and 218 meters long. North pier involves new custom buildings and shops (Figure 45).<sup>218</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 (Figure 46).<sup>219</sup> Likewise, Bilsel evaluates the port as a real achievement both in technical sense and at the level of urbanism.<sup>220</sup> Harbor had modern

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<sup>212</sup> Kontente, "İzmir: The Changing Face of a City", 114.

<sup>213</sup> Hastaoglu-Martinidis, "Doğu Akdeniz Kentlerinde Liman İnşaatının Kartografyası: 19. Yüzyıl Sonunda Teknik ve Kentsel Modernleşme" 102.

<sup>214</sup> Kontente, "İzmir: The Changing Face of a City", 114.

<sup>215</sup> Korkut, Cevat. *Belgelerle İzmir Rıhtım İmtiyazı*, (İzmir:Doğuşan Ofset, Kemeraltı, 1992), 39. And also detailed information with archival records can be found in Cevat Korkut's book. He fictionalized his narration step by step with including archival records both Ottoman and today's Turkish explanation.

<sup>216</sup> Korkut, *Belgelerle İzmir Rıhtım İmtiyazı*, 26.

<sup>217</sup> Kütükoğlu, "İzmir Rıhtımı İnşaatı ve İşletme İmtiyazı", 551.

<sup>218</sup> Atay, *Tarih İçinde İzmir*, 97.

<sup>219</sup> Kontente, "İzmir: The Changing Face of a City", 114.

<sup>220</sup> Bilsel, "Modern Bir Akdeniz Metropolüne Doğru", 154.

\* 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 19. Yüzyılda İzmir Kenti page 347-358.

façades and service facilities including trams between Konak and Punto, 4 km distance continuous port and *Kordon* promenade additionally a modern drainage system\*. Construction of port made İzmir harbor more useful for commercial vessels.<sup>221</sup>

Additionally, the company even offers a type project with a sample proposal with arcade for new structures to be built on the quay (Figure 47).<sup>222</sup> Although this proposal was not fully implemented, the new structures are quite Western. In this context, Louis de Launay who visited İzmir in 1887 says in the quotation that Zandi-Sayek added also to her book:

“..We land on a beautiful majestic quay, built by the French Company. We are still in Europe. We pass through a narrow street and cross a first block of houses. We reach Parallel Street (should be İkinci Kordon), then Frenk Street and Europe grows increasingly distant. The most beautiful houses, western style stores disappear; we have changed countries.”<sup>223</sup>

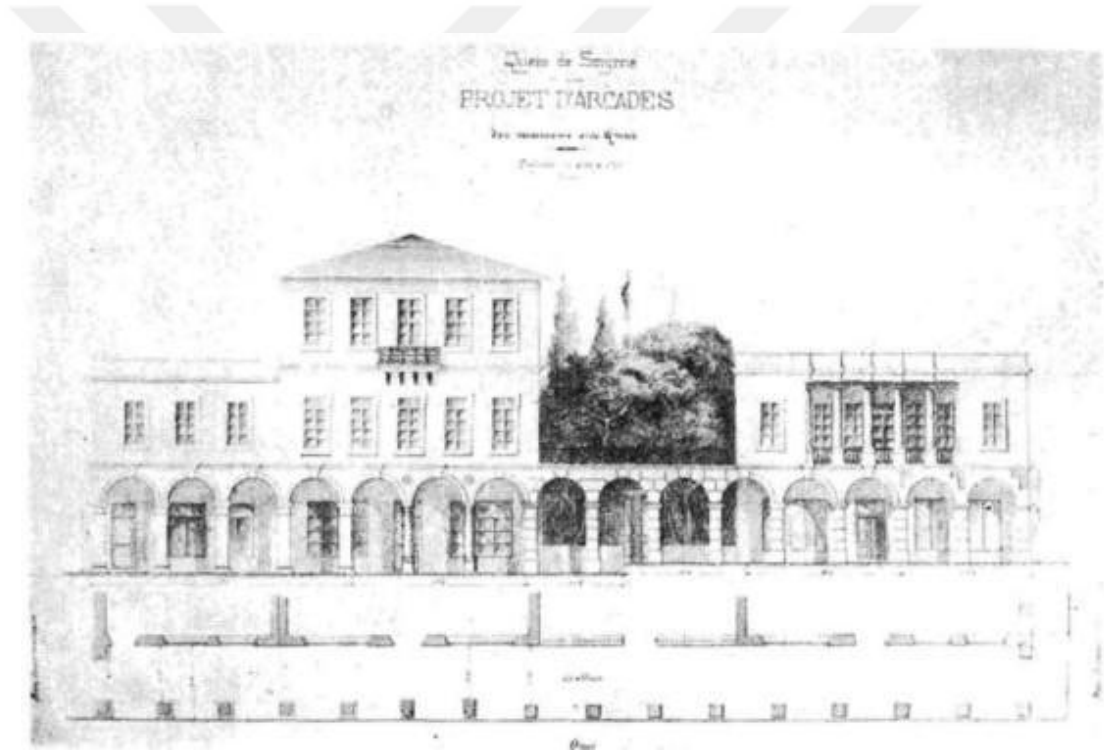


Figure 46. Building proposal to be built on the quay dated in 1889  
(Source: APİKAM)

<sup>221</sup> Kütükoğlu, “İzmir Rıhtımı İnşaatı ve İmtiyazı”, 503.

<sup>222</sup> Kütükoğlu, “İzmir Rıhtımı İnşaatı ve İmtiyazı”, 556.

<sup>223</sup> Zandi Sayek, *Ottoman İzmir The Rise of a Cosmopolitan Port, 1840-1880*, 115.

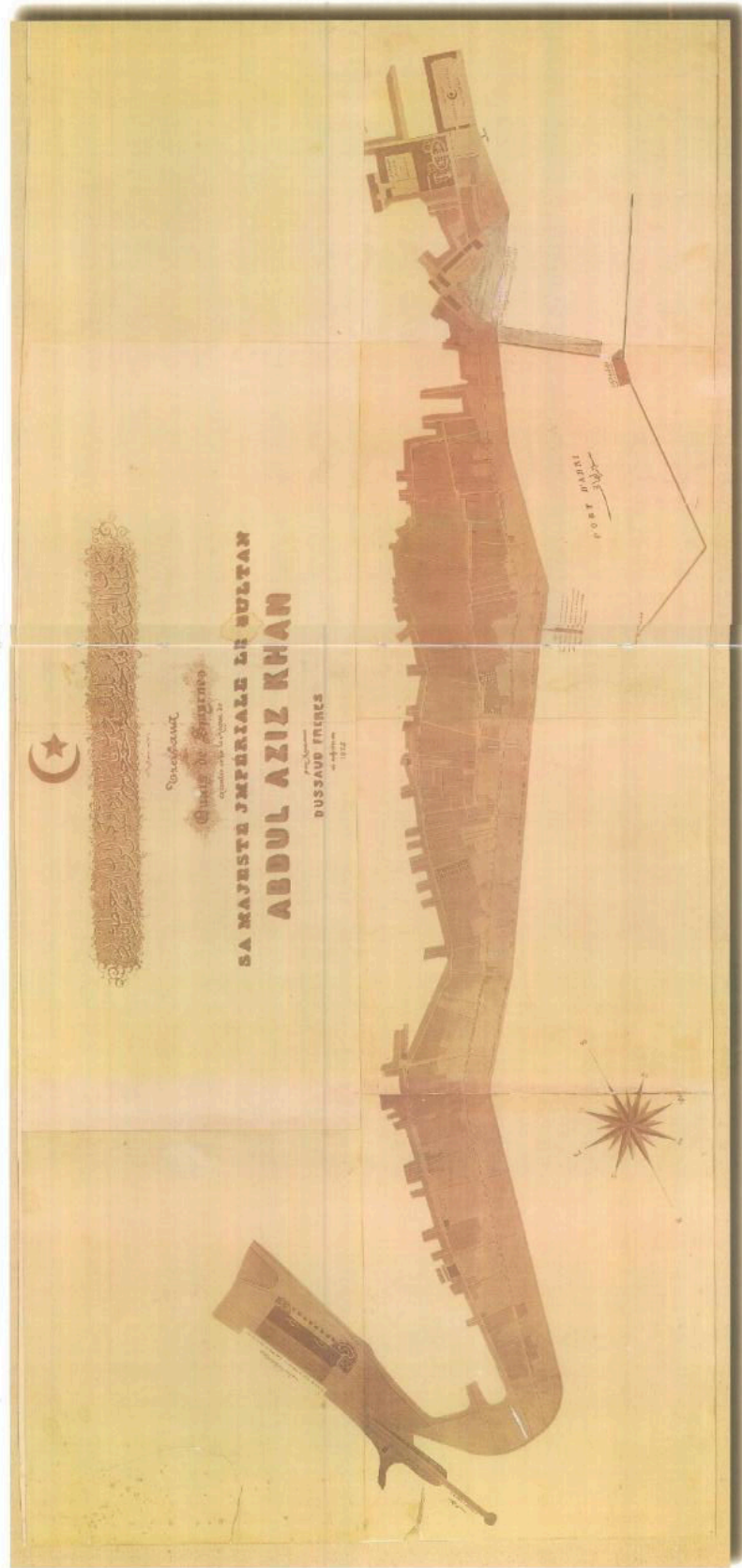


Figure 47. Map of New Quay in 1875  
(Source: COA)

Increased flow and capital give speed to many modernization attempts. Building quays and regulating ports were one of the motivations of both State and traders. As it can be seen from the regulating proposal in Figure 47 parcels were quite linear and narrow especially before infilling coast. New ones were relatively counterbalanced multi-rectangular shapes with one 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 pay regard to texture or trace of the past.<sup>224</sup> As it seen from Figure 48 the city was trying to suit these innovations formally.



Figure 48. General view showing quay after construction, Sebah and Joailier  
(Source: SALT Research)

<sup>224</sup> Tülin Selvi, 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), 40-64, 45.

### 3.2.3. New Constructional Operations

According to Smyrnelis, constructing two railroads, two station building placed on the city center, renovation of port, tram line connecting the north and south of the city, constructing main roads to connect İzmir and surrounding towns make İzmir “The Little Paris of Orient” as the travelers says.<sup>225</sup> General layout of city shows that in addition to these two mega railway projects there are some supportive projects (Figure 49). Trams which are used for in-city transportation can be included in this group.

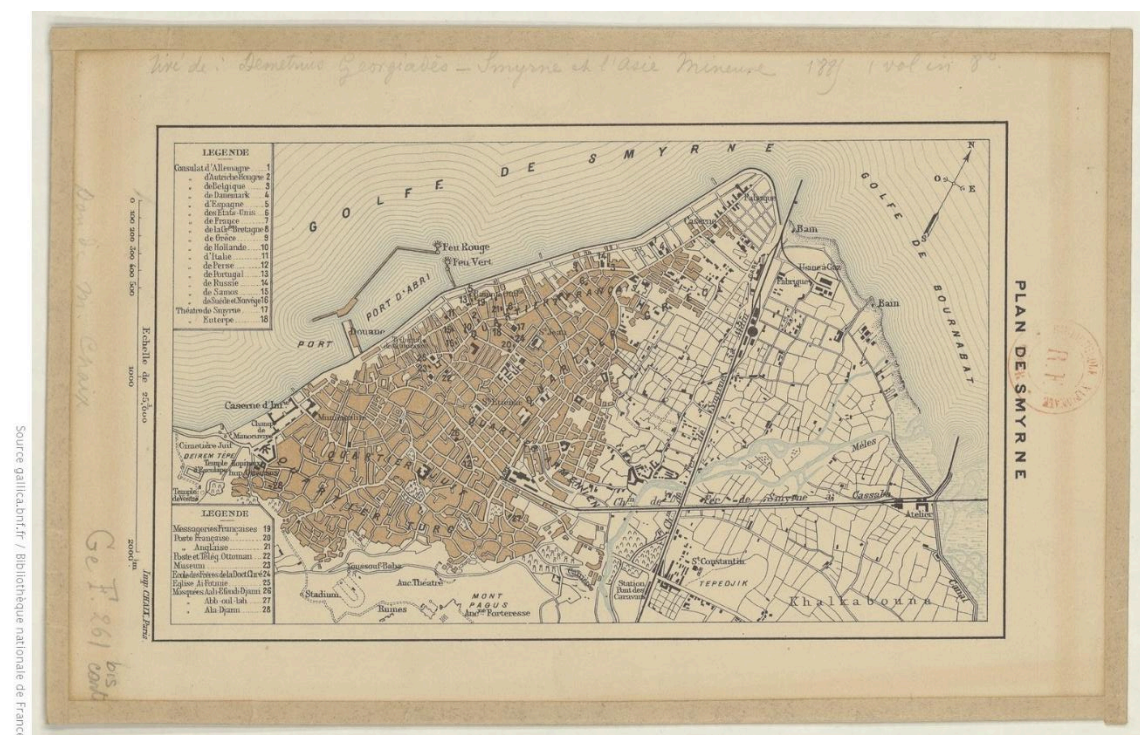


Figure 49. Plan of Smyrna, Geogiades Demetrius ca. 1800.  
(Source: Gallica)<sup>226</sup>

Within this frame, it is easily understood that the changes İzmir experienced as the construction of the port, drainage works and irrigation facilities, railroads, stations, railway siding facilities for the factories, warehouses and other facilities for direct loading and offloading of the trade together with the domestic settlements, hospitals, schools and

<sup>225</sup> Smyrnelis, Marie-Carmen “Urban Space in Smyrna in the 18<sup>th</sup> and 19<sup>th</sup> Centuries” in *Smyrna in the 18th and 19th Centuries: A Western Perspective*, (Arkas Sanat Merkezi, İstanbul: Mas Matbaacılık 2013), 104.

<sup>226</sup> <https://gallica.bnf.fr/ark:/12148/btv1b550111284/f1.item.zoom> accessed in 15.11.2019

clubs were all part of process of political and social organization of the regions for Eurocentric capitalism. It is important to underline that the development of the built environment in and around İzmir is crucial for the holistic understanding of urban history. Beyru claims that the biggest reason for the acceleration of all these innovation movements is the law enacted on June 15, 1867, which gave foreigners the right to own property.<sup>227</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 the photo (Figure 50).



Figure 50. İzmir Pasaport region, showing camel carriers ca 1880s.  
(Source: APİKAM)

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<sup>227</sup> Beyru, *19. Yüzyılda İzmir Kenti*, 350.

Foreign and Levant traders, who hold almost all the import and export business and whose activities are further increased by the construction of railways and quays, are keen on the construction of wide roads that will connect the station and the quay.<sup>228</sup> Apart from these investments, a neighborhood with banks, insurance and maritime transportation companies began to form in İzmir from the mid-1860s.<sup>229</sup>

Meanwhile, *Sarıklışa* which is completed in 1827 undergone serious restoration process in 1871, at the same year new government house was completed and the government garden begins to take shape in front of the İzmir high school (*idadi*), which was completed in 1885.<sup>230</sup> Correspondingly, with the clock tower to be built in the 20th century, this main square of the city will reinforce its identity and become the symbol of the city. In addition to all these imperial structures, it is observed that foreign states also engage in new construction activities of their own in İzmir. The construction of hospitals, orphanages, schools, consulate buildings is completed at the end of the 19th century and the beginning of the 20th century. Osterhammel states that 19th century creates its own institutions such as cinema, theatre, museum, library to represent the new cultural life of the century.<sup>231</sup> Accordingly, after the *Kordon* is filled, many European origin buildings such as banks, cafes, theaters, clubs, hotel buildings take their place in *Kordon* (Figure 51).<sup>232</sup>

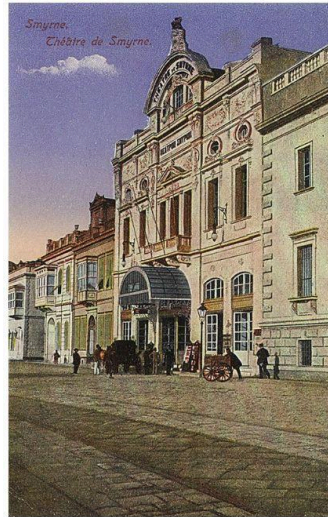


Figure 51: Postcard of Theatre in 1910  
(Source: Poulimenos Collection)

<sup>228</sup> Beyru, *19. Yüzyılda İzmir Kenti*, 350.

<sup>229</sup> Atay, *İzmir'in İzmir'i*, 152.

<sup>230</sup> Beyru, *19. Yüzyılda İzmir Kenti*, 361.

<sup>231</sup> Osterhammel, *Dönüşen Dünya Küresel 19. Yüzyıl Tarihi*, 9.

<sup>232</sup> Atay, *İzmir'in İzmir'i*, 197.



It is important to mention that Izmir has no longer any difference from its European contemporaries. Besides modern hospitals and schools, it even has a museum called *Grand Cabinet d'Antiquites* where sculptures and reliefs are exhibited.<sup>233</sup> This transformation in a short time, which lived in the rhythm of caravans 50 years ago, proves the dynamism of the city that goes beyond all rules.

All those buildings will examine contextually both on plane scale and elevation level supporting with drawings and photos in the next section by detailed evaluation of harbor zone. However, in order to explain urban nodes with surrounding important buildings a land use map was produced (Figure 52). This map based on superposing of 19th centuries cartographic maps and indicating 18th and 19th century buildings such as; consulates, governmental buildings, industrial initiatives mostly factories, station complexes, schools, hostelries and so on. According to color coding it is possible to follow pattern of them and concentration.

Accordingly, as can be seen from the map, administrative buildings and custom houses are located around Konak Square, facing the sea. Additionally, *Kemeraltı* area, which has been a trade center since the establishment of the city, is home to hans. Although the number of hotel buildings increased especially after the second half of the 19th century, it is known that especially the farmer subjects from the background still stay in these hans. Hence, there are some prestigious hotel buildings that is placed just next to sea according to map. Banks and consulate buildings are seen especially close to the *Kordon* region. It cannot be ignored that these traders, most of whom are in commercial attache, have also modernized their money transfer methods. Industrial buildings that are located on the country side of İzmir-Aydın railroads and, which would be the first cores of the industrial region, are gas, tobacco and cotton weaving factories. School and hospital distributions are generally shaped according to community settlements. Additionally, the *Boyacı* Stream, which works like a boundary marker of the 19th century urban fabric, and the railways and tram lines that cause this texture to overflow into the countryside, were also processed with their auxiliary structures.

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<sup>233</sup> Kontente, "İzmir: The Changing Face of a City", 116.

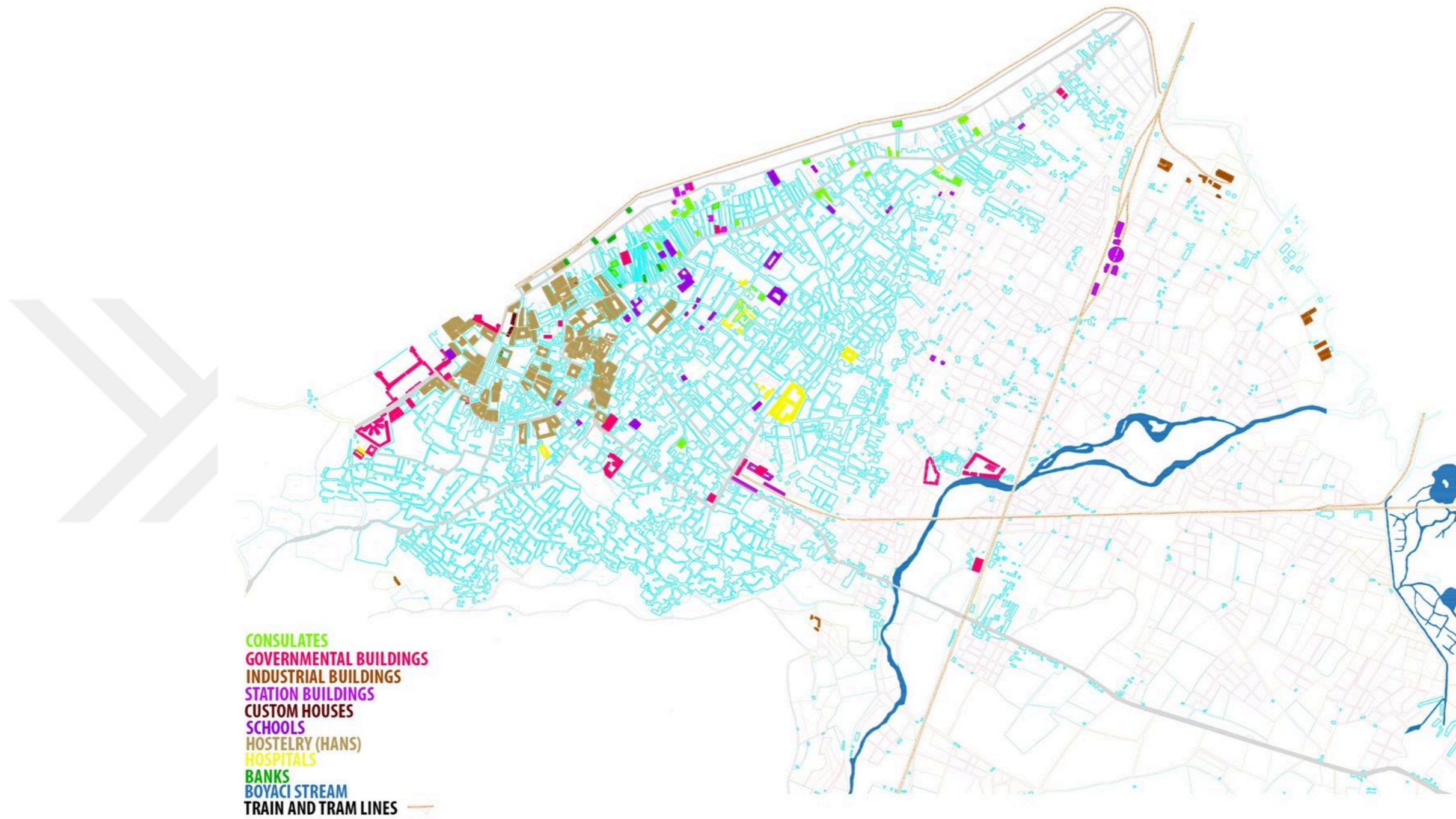


Figure 52: Functional Analysis of İzmir  
(Produced according to Storari and Saad's map by author)

### 3.3. Historico-Geographical and Typo-Morphological Analysis of İzmir's Harbor Zone

In this chapter it is aimed to examine texture morphologically by solid void and additionally lot-road relation via maps by accompanying historico-geographical narrations. Since morphological approach of Conzen especially based on historical evaluation of town plans it is important to underline with series of maps. In that sense, the main apparatus for this analysis would be Goad Insurance maps which are drawn for İzmir by a London-based engineer. After many devastating fires around empire, insurance activities increased. In that wise, Goad's company did not work just for İzmir they also prepare insurance maps for İstanbul (1904), Pera-Galata (1905), Kadıköy (1906), Cairo (1905) and Alexandria as two volumes first one published in 1898 that must be the first work for empire and second one in 1905. In figure 53 fire insurance map of İstanbul can be seen.

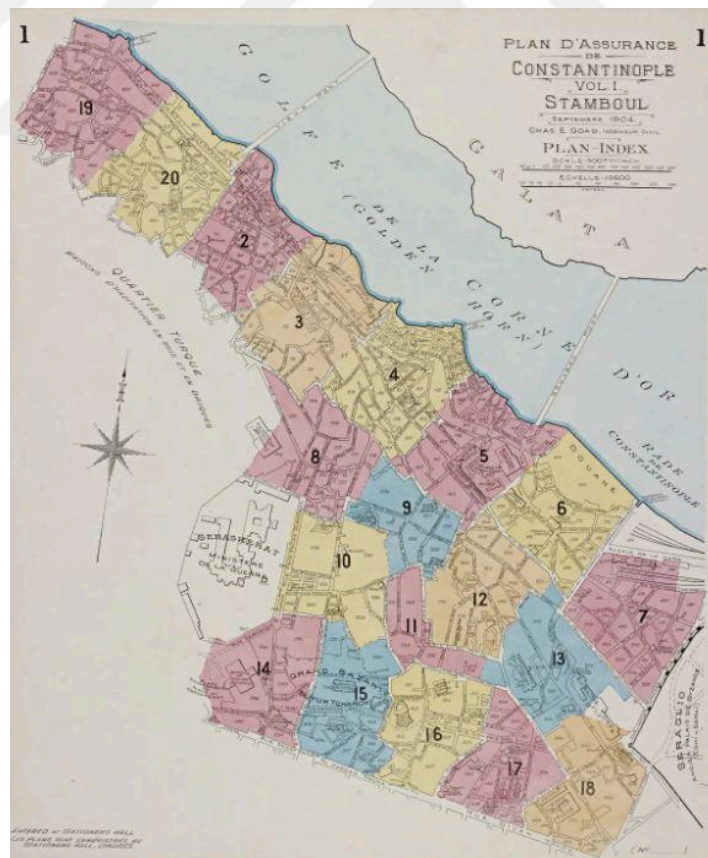


Figure 53. Insurance map of İstanbul  
(Source: Harvard University Library online)

Fire insurance map of İzmir (Plan d'assurance de Smyrna) is prepared by Charles Edward Goad and published in June 1905 with scale 1:3600.<sup>234</sup> On that large-scale map (Figure 54), it is legible to see names in French, building footprints, dimensions and materials, selected owner names and etc. Although original copies of maps are kept in İzmir Milli Kütüphane, for this inquiry scanned versions from APIKAM are used.

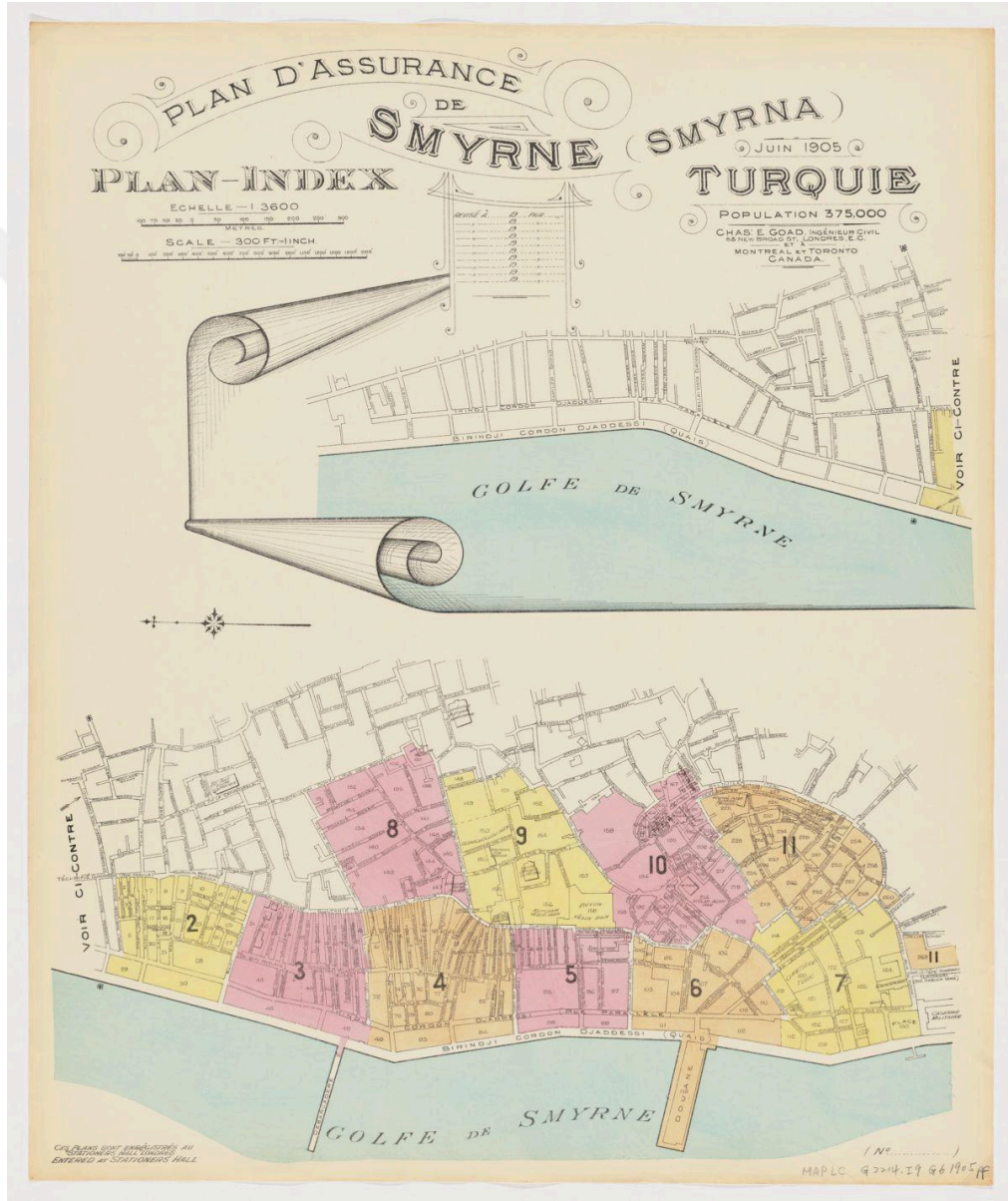


Figure 54. Insurance Map of İzmir  
(Source. APIKAM)

<sup>234</sup> Atay, Çınar, *Osmanlı'dan Cumhuriyete İzmir Planları*, (İzmir: Yaşar Eğitim ve Kültür Vakfı, 1998), 62.

Explanation of signs of all insurance maps and İzmir specific index also shared below, at the end of chapter more readable version of index can be found at page 151.

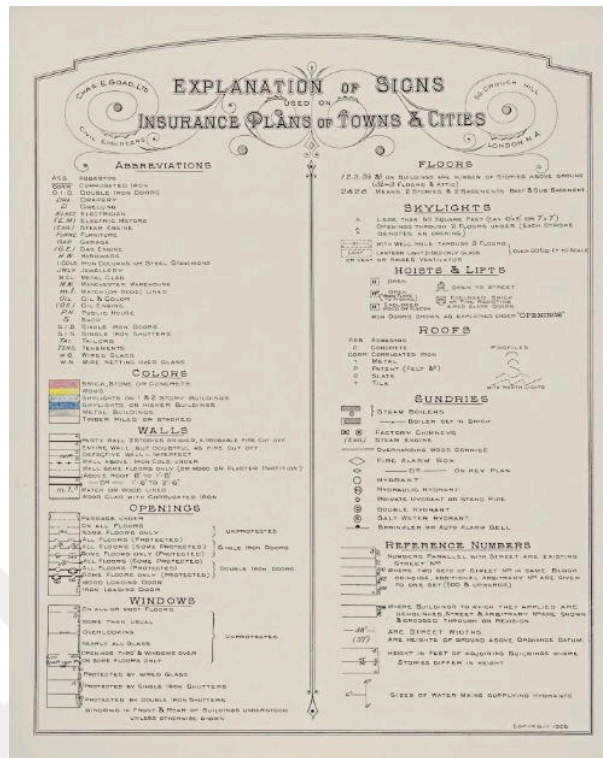


Figure 55. Explanation of Signs  
(Source: Harvard University Library online)

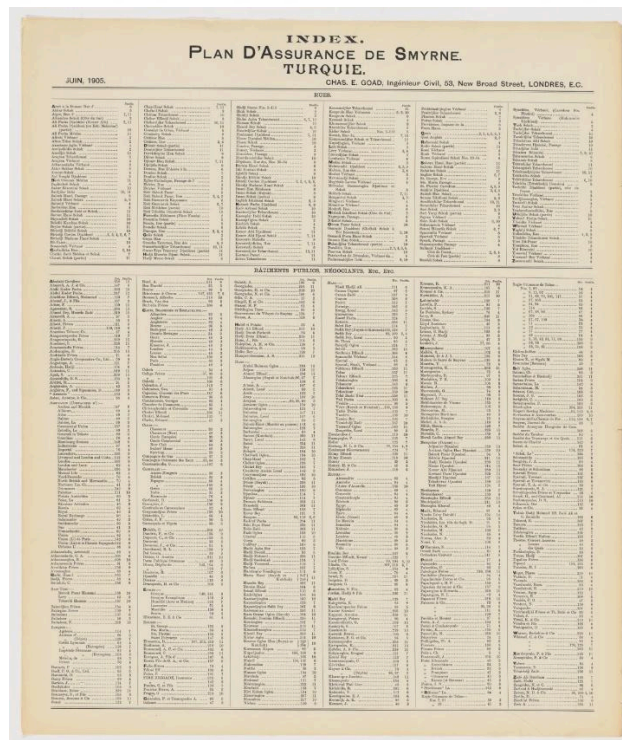


Figure 56. Index of İzmir Insurance Maps  
(Source: APIKAM)

The whole map consists of 10 plate and according to explanation of signs construction material (Figure 55) varies in two types that exemplify yellow and pink for İzmir. Yellow ones correspond with wooden buildings and pink corresponds brick, stone or concrete material in other words fireproof compared to wooden. In addition, there is blue color coding represents skylight on higher buildings.

Typo-morphological analysis is made through plate by plate. With concentrating on those plate layouts according to plan scheme considering road plot relation and by doing solid and void analysis gives chance to understand form of parcels. In addition to these analyses by concentrating on particular buildings also gives clues about style and eye level appearance draws the panorama of 19<sup>th</sup> century of İzmir.

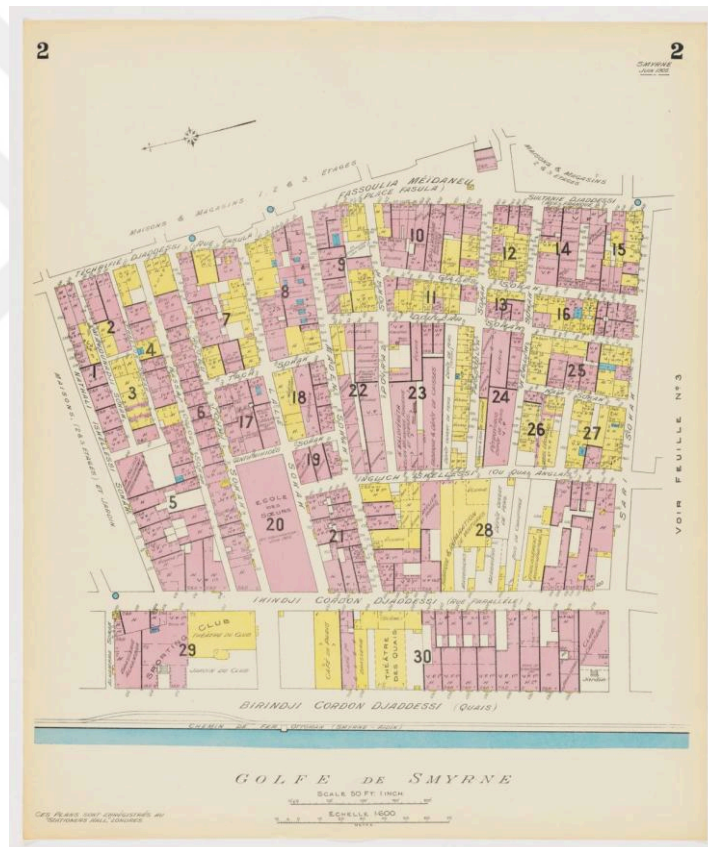


Figure 57. Plate 2 of Insurance Map  
(Source: APİKAM)

Plate 2 is closer to Punta region or in other words redesigned area after industrialization of İzmir. It has much more regular than other plates according to building layout and plot geometry (Figure 57). In its particular order, on the parcel between *Birinci Kordon* street and *İkinci Kordon* street, in the neighborhood of Sporting Club which is

indicated as number 29 (Figure 58), right next to the theater we see a trace of a building consisting of 8 almost identical units. Just behind this aforementioned parcel, between the *İngiliz İskelesi Sokağı* and *Fasula Meydanı (yolu)*, we encounter an image that is close to organic, even though it has a smoother geometry compared to the 3rd plate (Table 6). On the other hand, organization of parcels are quite rectangular geometry as seen from black layout of plan although there is not strict gridal organization.

Table 6. Street-Plot and Solid-Void Relation of Plate 1  
(Produced by author)

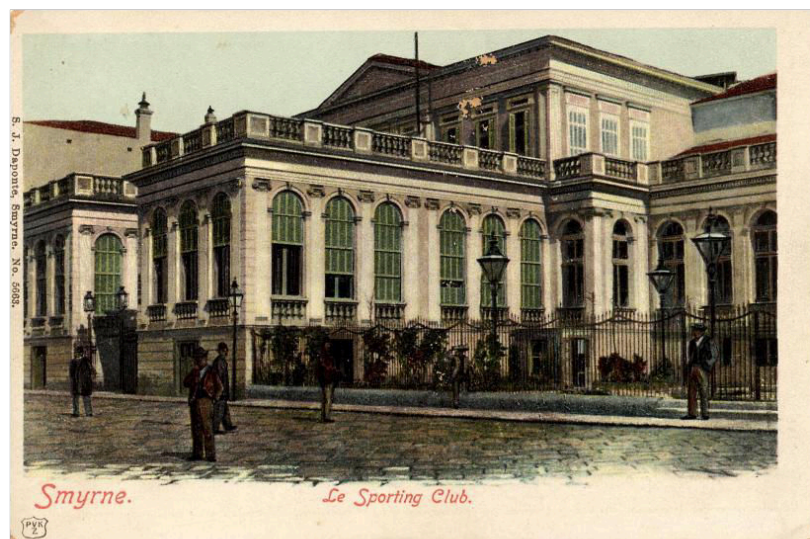
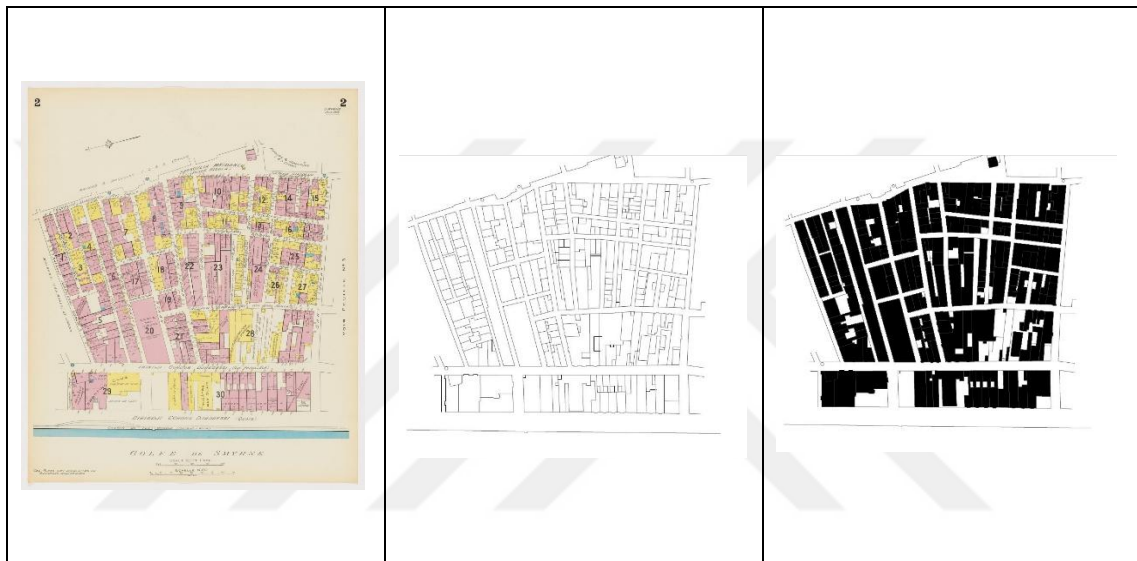


Figure 58. Postcard of Sporting Club  
(Levantine Heritage)

When we come to Plate 3, The British consulate building, which probably gave its name to the *İngiliz İskelesi Sokağı*, is the only trace on its plot with a higher vacancy rate than its full occupancy rate (Figure 59). Beside this singular building, more crowded and linear texture dominates this plate. Between the *Birinci Kordon* which is just in front of the sea, and the *İkinci Kordon* it can be observed that the theater and club buildings are placed in a more uniform geometry against the back side. The plots between *Sultan sokağı* and the *İkinci Kordon* follow a similar thin-rectangular trace, although the English street intersects them almost perpendicular (Table 7).



Figure 59. Plate 3 of Insurance Map  
(Source: APİKAM)

Between *Birinci Kordon* and *İkinci Kordon* there are many cafes, theaters and important hotels such as Grand Hotel Huck (Figure 59), Grand Hotel de Londres and Hotel Egypt. In their book Poulimenos draws their exact elevations.<sup>235</sup> According to

<sup>235</sup> Poulimenos, Chatziconstantinou.. *The Smyrna Quay: Tracing a Symbol of Progress and Splendour*, 401.



those drawings all of them prestigious buildings with their architectural and ornamental detail. Additionally, the height of all buildings are not same facade varies between a single floor and 3 floors (Figure 60).

Table 7. Street-Plot and Solid-Void Relation of Plate 3

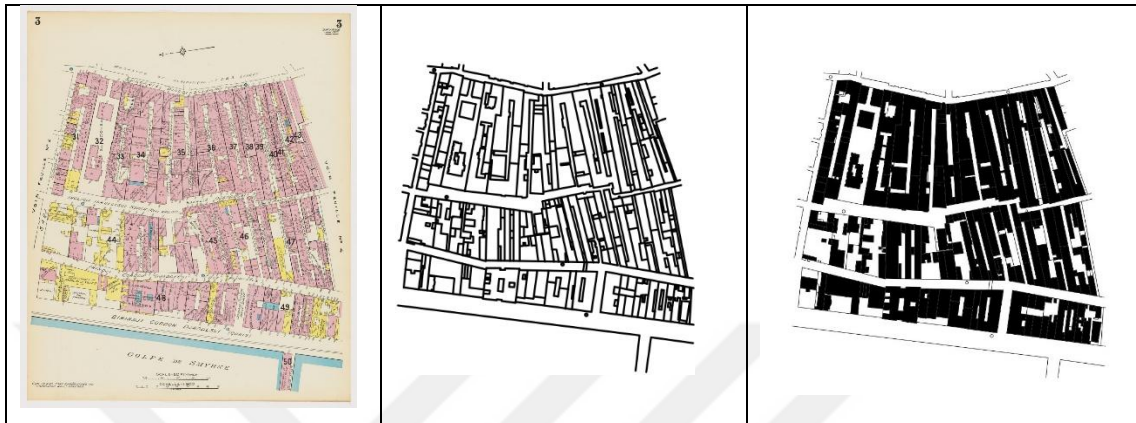


Figure 60. Grand Hotel Huck  
(Source: APIKAM)

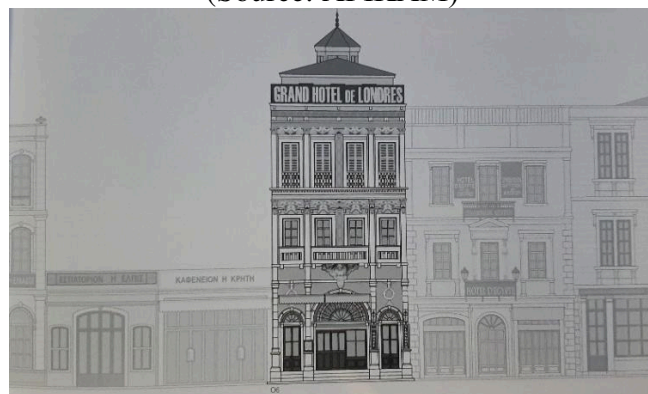


Figure 61. Drawing of Grand Hotel Londres  
(Scanned from Poulimenos's Book)

The most intensive plate is the fourth one (Figure 62). Except for the streets parallel to the sea, the streets that cut the island vertically almost do not allow permeability, it can be seen also from the Table 8.

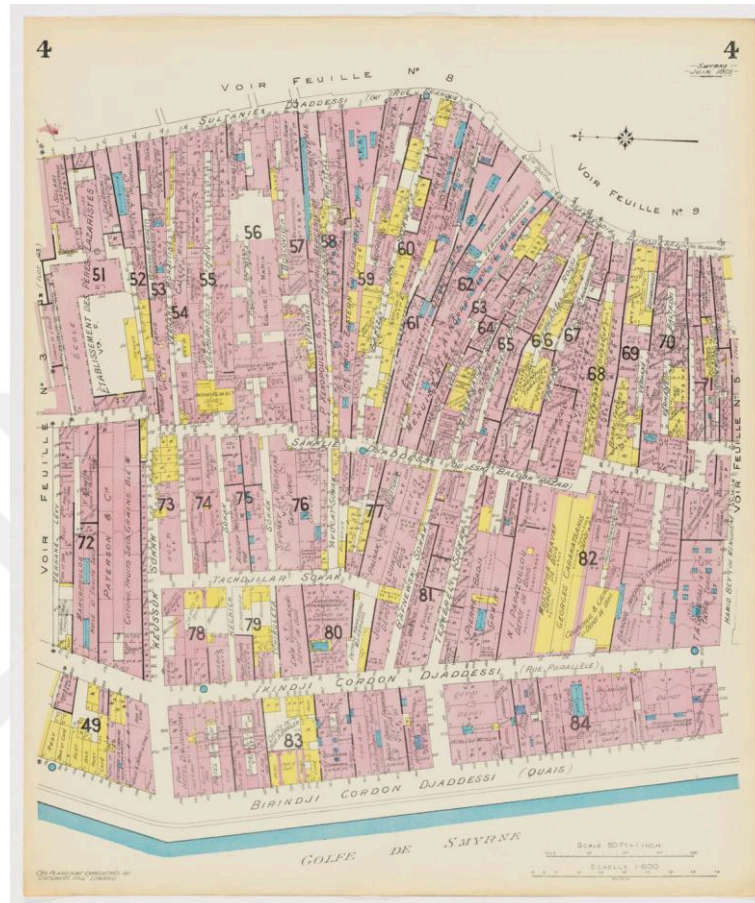
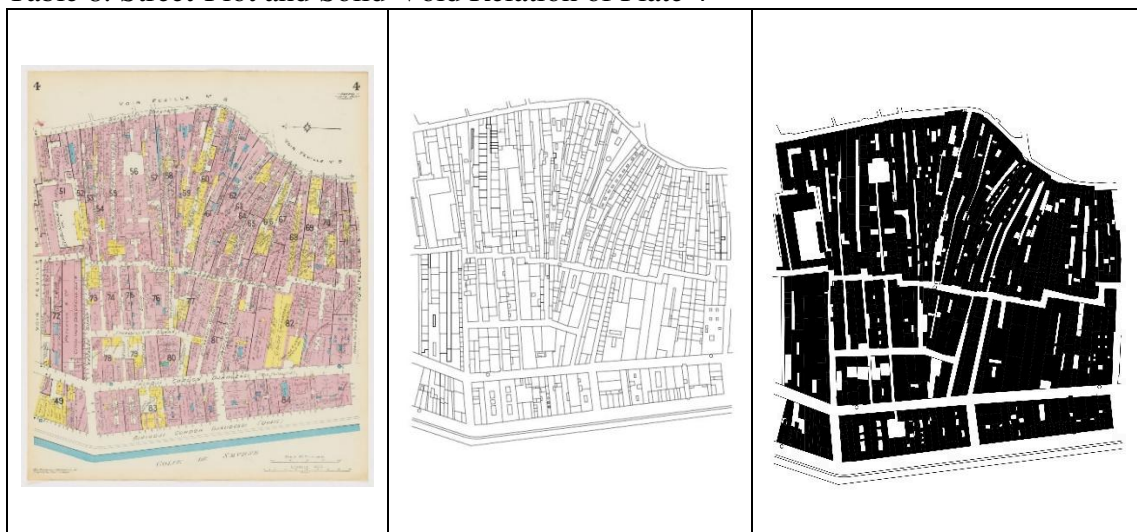


Figure 62. Plate 4 of Insurance Map  
(Source: APIKAM)

Table 8. Street-Plot and Solid-Void Relation of Plate 4



While the texture between the old *Balık Pazarı* and *Sultaniye* street consists of thin and congested parcels coming together, there is more regular rectangular parcellation between *Birinci* and *İkinci Kordon* (Table 8).

Also on this map, busy commercial units and warehouses accompany the hotels and cafes. In addition to these, the Ottoman Chamber of Commerce building is an important and new construction aspect of being a kind of chamber of commerce embracing all subjects symbolizing the new social structure. This 3 storey neoclassical building is distinguished by its large and elongated roof from others (Figure 63). On the ground level there is a coffee shop as seen from with Greek signboard.<sup>236</sup>



Figure 63. Ottoman Chamber of Commerce Building  
(Scanned from the Poulimenos's Book)

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<sup>236</sup> Poulimenos, Achilleas and Philip, *The Smyrna Quay: Tracing a Symbol of Progress and Splendour*, 457.



Figure 64. Plate 5 of Insurance Map  
(Source: APİKAM)

When it comes to analyze the 5th plate, it is seen denser *han* structure than the previous layouts, as we get closer to *Kemeraltı* which is the historical trade center. In that sense, it is possible to talk about prestigious hotel buildings located on the waterfront, but there are still hans where both caravans and merchants stayed at the back part of the plate. In particular, three big inns are lined up between *Mahmudiye* Street and *Sahil* Street (Figure 64). Due to the drawing technique of the period, there are many small units in a row, as the building boundary and rooms are not separated in the buildings.

Furthermore, in Table 9, plot and building relation only shows inner courtyards and streets as void although new waterfront land is less permeable except for a few streets to the sea as seen in previous plates.

Table 9. Street-Plot and Solid-Void Relation of Plate 5

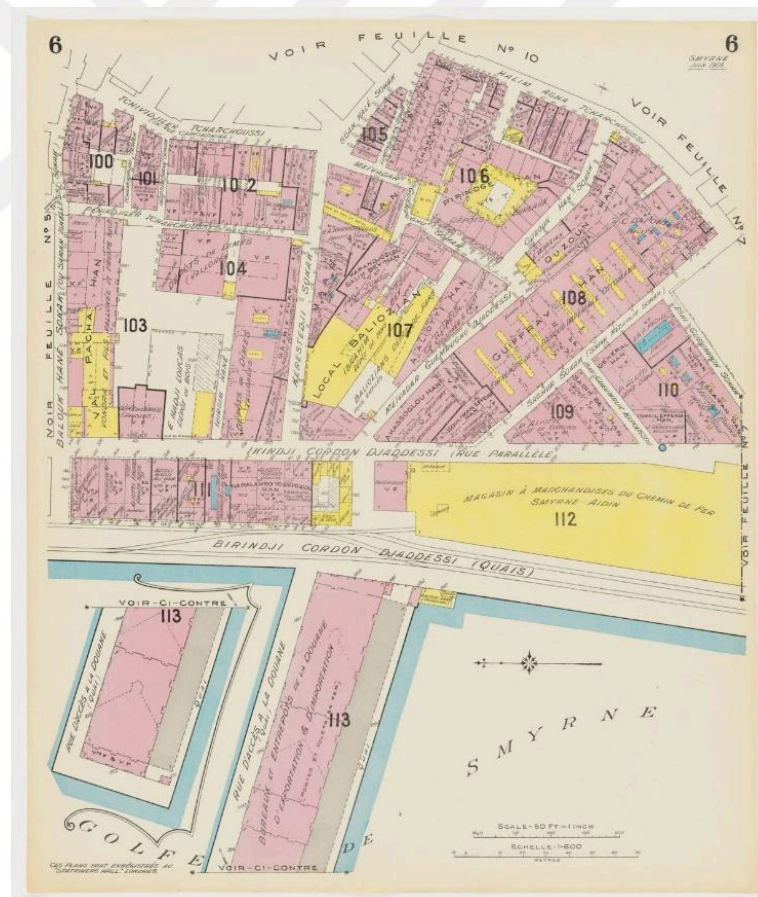
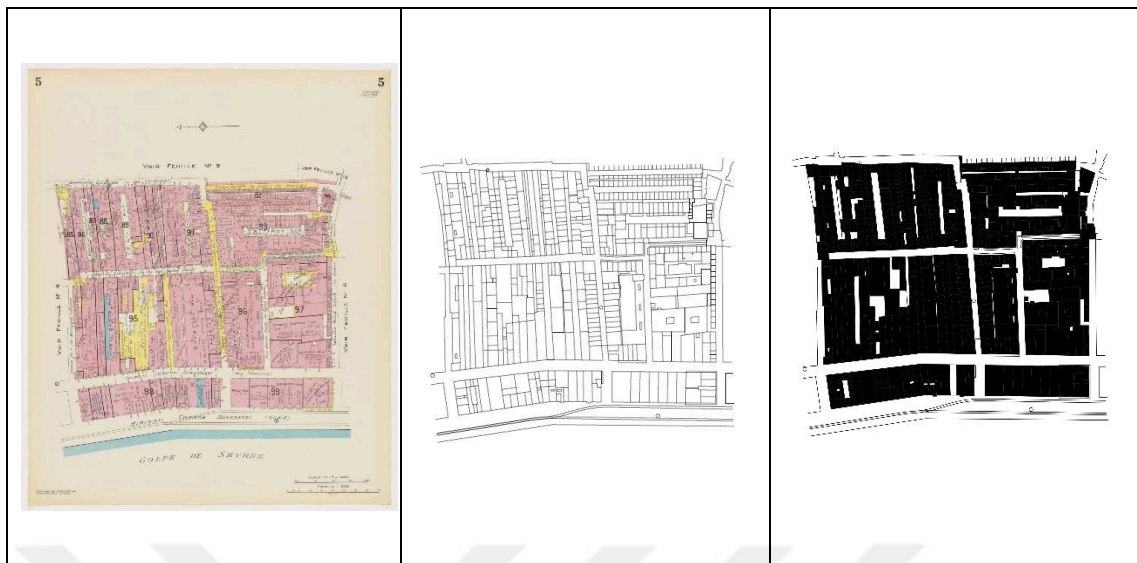


Figure 65. Plate 6 of Insurance Map  
(Source: APIKAM)

In 6<sup>th</sup> plate, there are also many hans and the most significant one is the port pier and custom where today's Konak Pier building placed (Figure 65, 66, 67 and 68). The big yellowish area is named as Warehouse of Smyrna-Aidin railway company's commercial representatives. The texture of the plan was organic due to these structures occupying a large area (Table 10). They are clearly seen from aerial photography which is dated in 1920 (Figure 66).

Table 10. Street-Plot and Solid-Void Relation of Plate 6

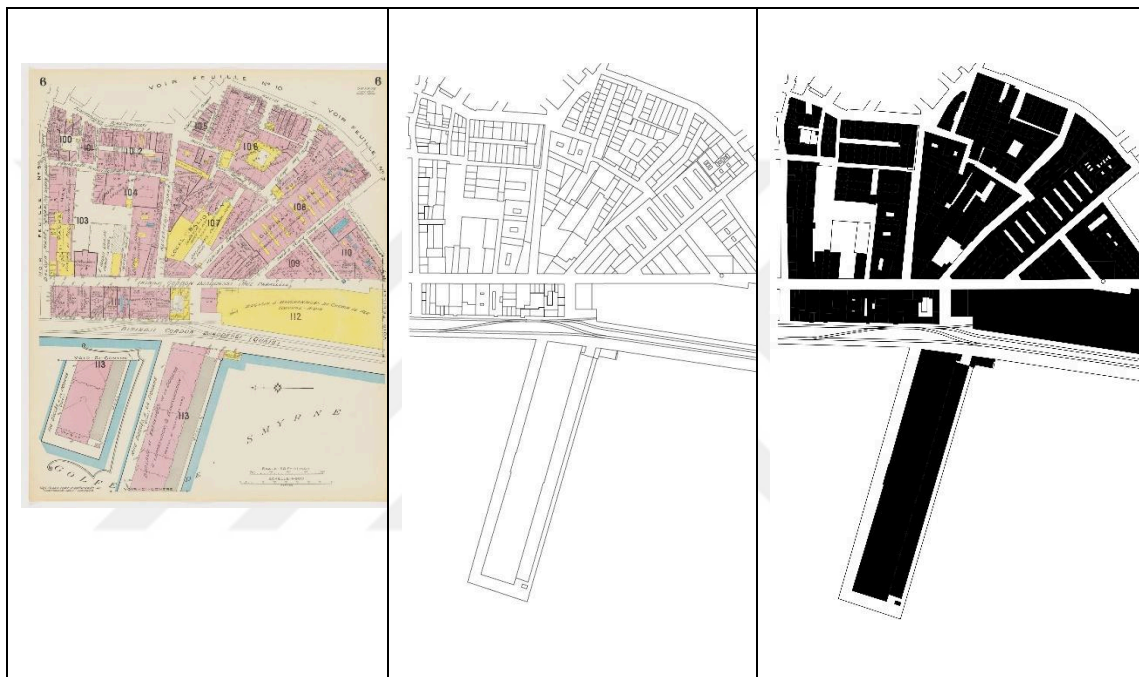


Figure 66. Aerial Photography of Pier  
(Source: Collection of Poulimenos)



Figure 67. Photo of Pier  
(Source: APİKAM)



Figure 68. Postcard of Pier with portico  
(Source: Collection of Poulimenos)

On the right-hand side of plate 7 which includes *Konak Square*, with the part of *Sarıkişla*, the Clock Tower, the Government House and the *Hamidiye* can be seen (Figure 69). In terms of solid-void analysis, with the existence of public space suitable for the needs of the new period there is balanced density aspect of open space (Table 11). However, it should be underlined that area 120 was processed as a Turkish cemetery. Again, there are many hans on this map due to the fact that it is close to *Kemeraltı*.



Figure 69. Plate 7 of Insurance Map  
(Source: APIKAM)

Table 11. Street-Plot and Solid-Void Relation of Plate 7







Table 12. Street-Plot and Solid-Void Relation of Plate 8

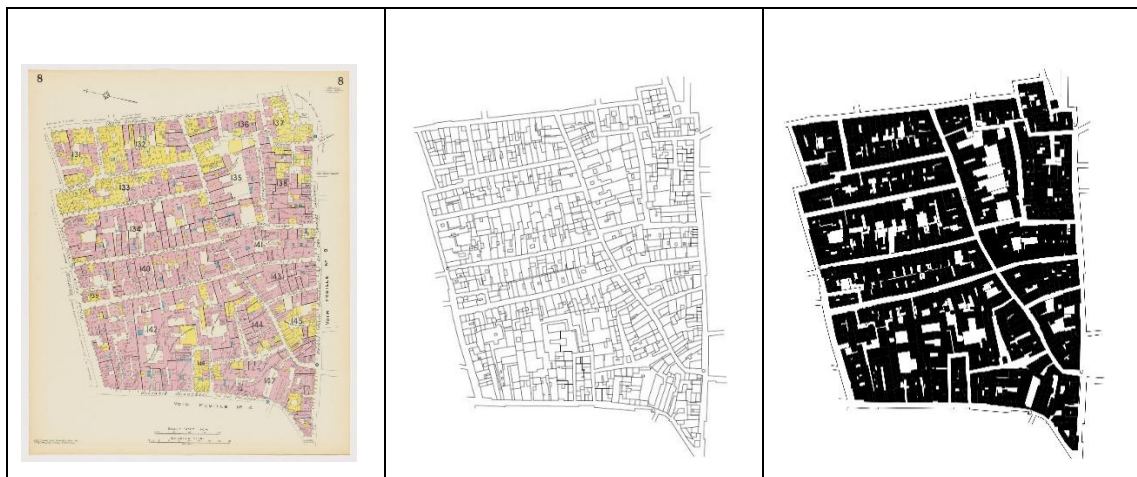


Figure 71. Plate 9 of Insurance Map  
(Source: APİKAM)

Plate 9, which includes large churches such as St George and St Pothini, large buildings such as *Vezirhan* and *Dervişçioğlu Han* (Figure 71) contains its organic structure as well (Table 13).

Table 13. Street-Plot and Solid-Void Relation of Plate 9

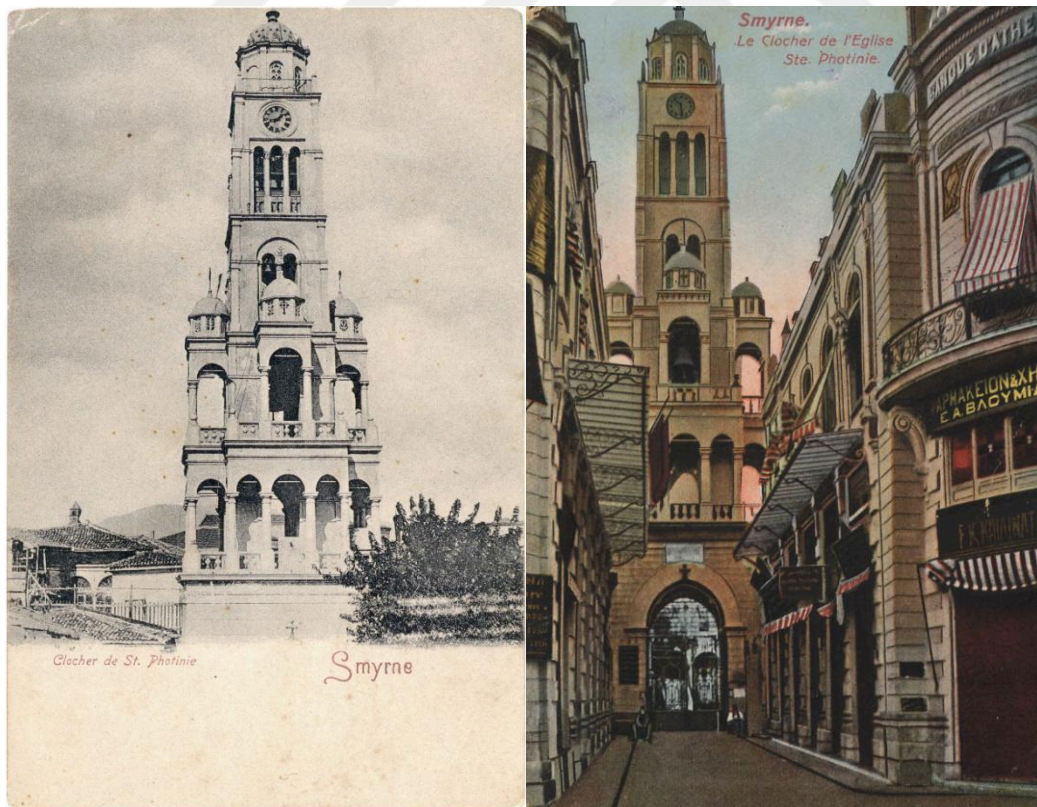


Figure 72. Photo of St Photini  
 Figure 73. Postcard of St Photini  
 (Source: SALT Research)



In this the plate where the arc of circle of *Kemeralti* which was established after the inner harbor is filled, can be seen most clearly (Figure 75). It is possible to see important mosques on this plate, which is also full of hans and small shops. It would not be wrong to call this relationship between the plot and the street as organic, which still contains its historical texture today (Table 15).



Figure 75. Plate 11 of Insurance Map  
(Source: APIKAM)

Table 15. Street-Plot and Solid-Void Relation of Plate 11



Figure 76. Postcard showing Kemeralti mosques  
(Source: SALT Research)

To make a general review of this insurance map which covers quite harbor zone and *Kemeralti*, it is clearly seen that buildings in the new region after fulfillment that is designed according to contemporary needs. Although the old part of the city needs renovation, it preserves its texture and function (Figure 77-78). On the other hand, the showcase that Europeans who come to the city meet first Figure 78 as a scene.

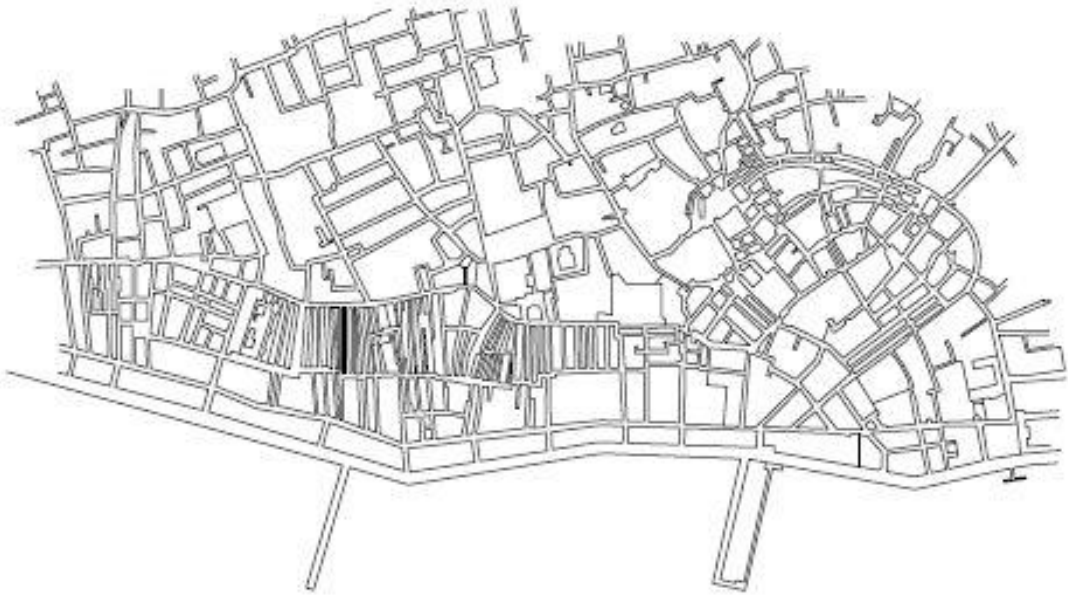


Figure 77. Street plot relation of Insurance Map

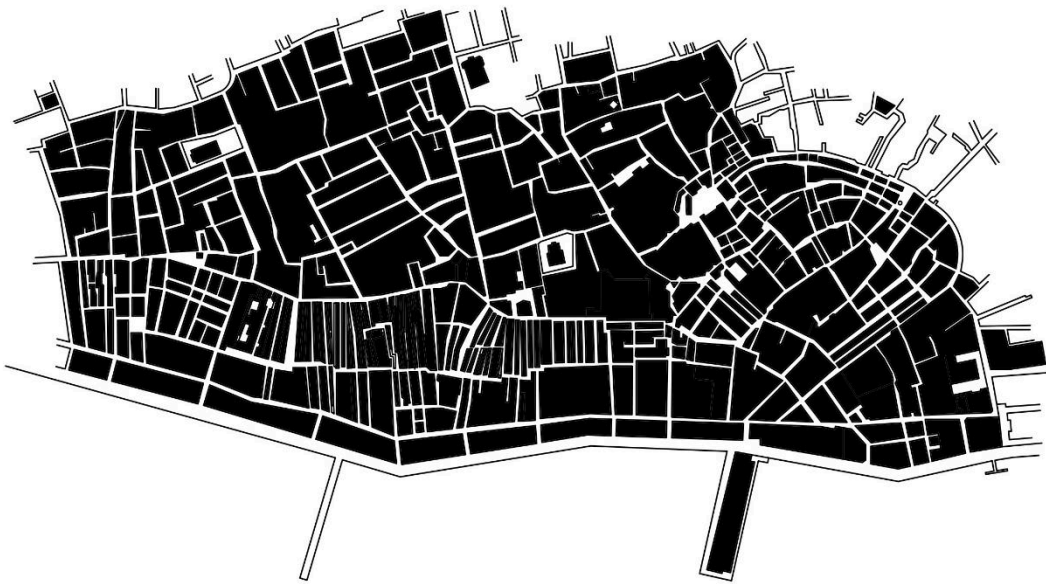


Figure 78. Solid-Void Relation of Insurance Map  
(Produced by author)



Figure 79. Postcard showing İzmir Quay  
(Source: Levantine Heritage)

Zandi-Sayek underlines that travelers mostly talked about *Kordon* and describes 19<sup>th</sup> century of İzmir from different perspective after reshaping waterfront. That zone is the symbol of the current belief, language and nationality of İzmir. Greek, French and Italian could be heard every hour of the day and their flags can be seen from the sea (Figure 79).. Commercially, the products on this street came not only from hinterland of İzmir, but from all over the world. People of every class and faith were intertwined through every day. However, the time of the feast changes radically this space and acquires a completely different dimension as Catholic, persistent and compounded.<sup>237</sup>

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<sup>237</sup> Zandi-Sayek, “Bayramlar ve Tören Alayları: 19. Yüzyılın İkinci Yarısında Ritüel ve Politika” 194.





Figure 80. İzmir Kordon  
 (Source: Scanned from Poulimenos, Chatziconstantinou, Philip. The Smyrna Quay: Tracing a Symbol of Progress and Splendour)

### 3.3.1. Urban Fabric of Harbor Zone and City

It is quite possible to determine that increasing trading volume and its demographic results shape city's morphology with an additional linear zone within traditional pattern of the city. In order to improve trade roads for quick delivery and profit, Europeans were willing to construct and to get operating rights of railways and renovate ports in Ottoman Empire. From that point of view intervention of others changes and

shapes the city structure. On Bon's plan drawing below (Figure 81) and the panoramic view (Figure 82) shows all finished renovations and Izmir, which quickly adapted to those novelties.

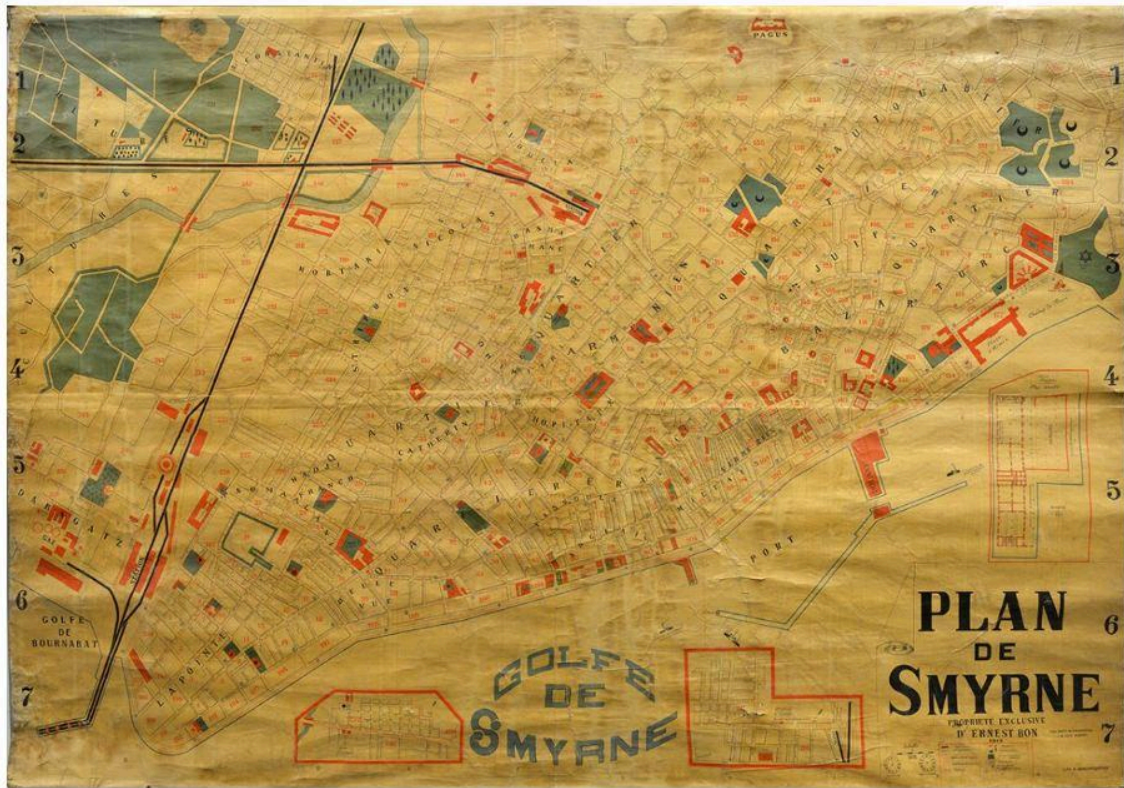


Figure 81. Ernest Bon Plan of İzmir, 1913  
(Source: APIKAM)

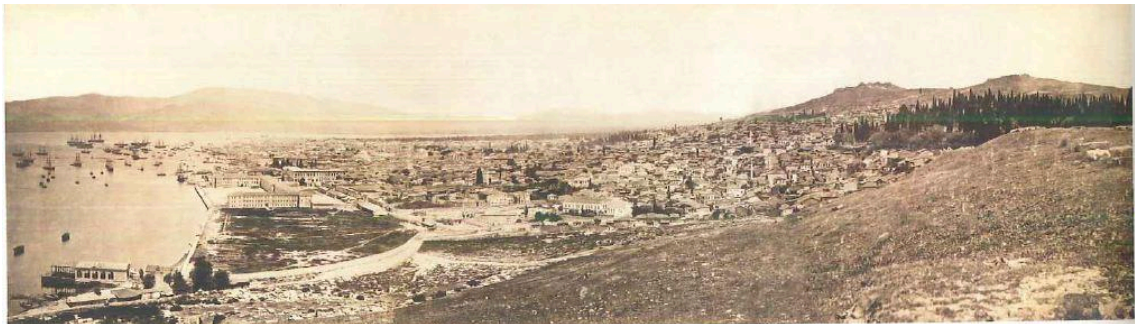


Figure 82. Panoramic view of Smyrna, Bonfils, ca 1880s  
(Source: ARKAS)

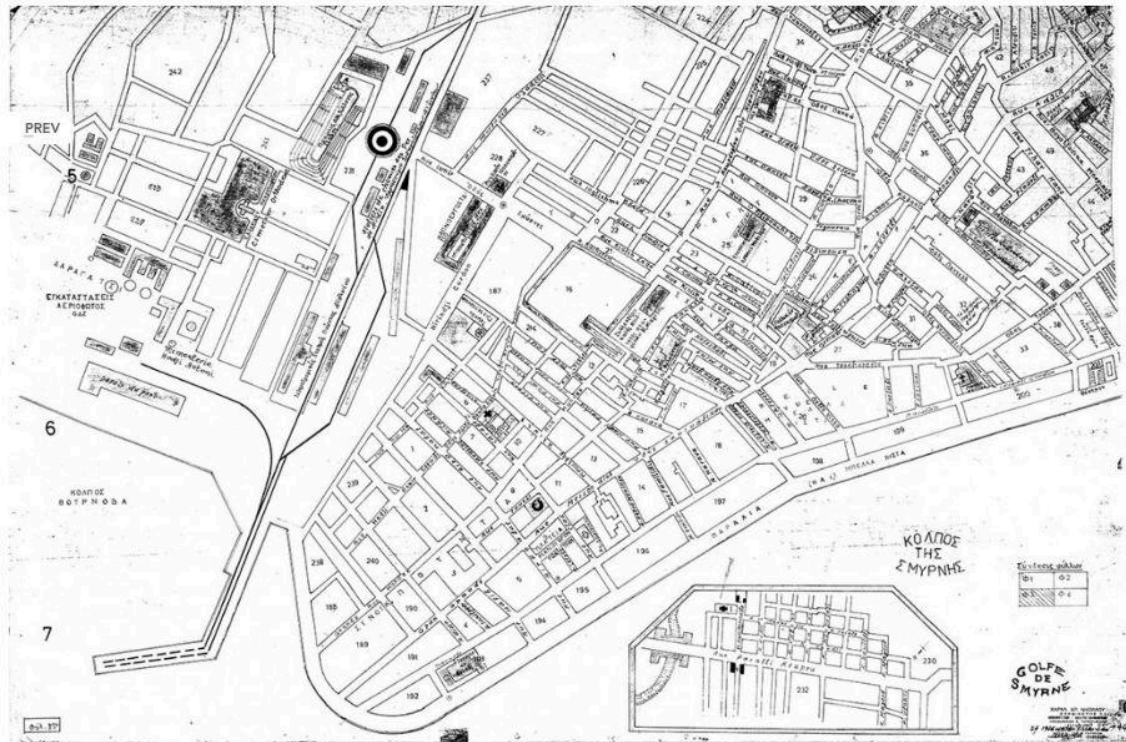


Figure 83. Punta Region and Alsancak Station in the map of Bon and Nikolau dated in 1914 (Source: Collection of Poulimenos)

Respectively, on closer copy of Bon's map which includes Alsancak station and Punta region shows plot road relation with street names (they are in Greek because one of the author is Ch. Nikolau). It is quite clear that gridal regulation of Punta and station building and its surroundings differentiates (Figure 83). While the remaining areas when we subtract these areas are developed as organically as possible, the new and systematic planning approach that comes with innovations shows itself first in Punta and then in the station area.

Urban morphology is the examination of the conditions of association of formal and structural elements that define the physical texture of cities. Additionally, examining processes and actors that cause formation, change and metamorphosis in urban fabric. In İzmir case, it can be evaluated via superimposing city maps to obtain a base map as below (Figure 84). From distribution of roads and streets new and redesigned areas are differentiated road manner such as direct, rectangular layout and unregulated messy layout with dead ends.

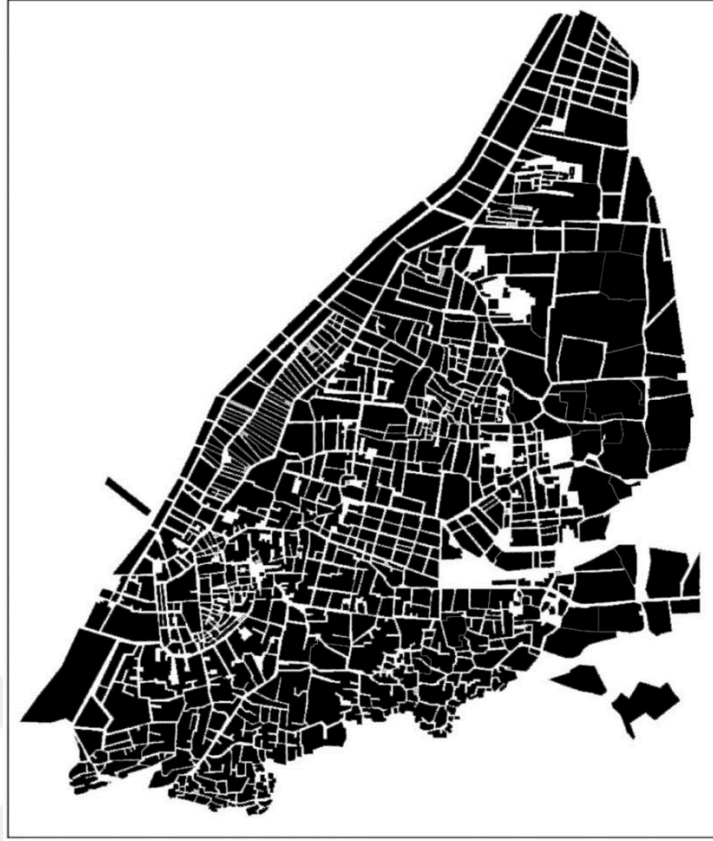


Figure 84. Solid-Void Map of İzmir City in 19<sup>th</sup> century  
(Produced by author)

Correspondingly, solid-void relation on urban texture by aspect of lot and road relation is also indicated above map (Figure 84). It is quite discriminable that organic texture of old İzmir and redesigned areas such as Armenian neighborhood after fire and *Punta* region while getting used to new world as a semi-peripheral industrial city. Additionally, the old commercial heart *Kemeraltı* and the new competitive one *Frenk Caddesi* and around harbor are differentiated by their texture. As seen from the map parcel-street relation also gives clue about organization for instance especially harbor zone and commercial heart namely *Kemeraltı* divided to streets according to their geometrical aggregation. However, as moving away from the urban area, wide and direct road axes begin to disappear and even the roads start to evolve into dead ends. In figure 84 it is obvious that city wants to expand its boundaries towards new zones such as *Karataş* or *Güzelyalı* that are small neighborhoods in regard of urban development of 19<sup>th</sup> century and developed in time especially after in city tram lines. In other words, with an easy transportation system that makes possible to reach home after daytime work. Same situation is valid for suburbs within train distance.



Figure 85. A view of Kemeraltı and Turkish Quarter on the back, Sebah and Joellier Photography ca 1890 (Source: SALT Research)

### 3.3.2. Transportation System and Its Relation with City and Suburbans

The central station of the first railway enterprise is built by the British entrepreneurs away from the city center in *Alsancak*. Bilsel evaluates that situation as British Model in one of her speech (Figure 86).<sup>238</sup> On the other hand, the central station of İzmir-Kasaba railway is located in *Basmane* which is next to commercial zone. It is important to underline that before industrialization and after the commercial infrastructure does not destroy each other, integrates and even feeds each other. Although hostelry buildings which were the main building unit of old fashion commerce change their function, there are new comers which are indicating in dark brown on the map at the

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<sup>238</sup> Bilsel, “The Long Nineteenth Century of İzmir: Actors of Change in Urban Space”, speech in *TAMİKAM Tarih Söyleşileri*, İzmir Institute of Technology in 26 May 2021.

edge of rural region next to *Punta* accompanying to new and modern sea shore commerce axis.



Figure 86. Photo of Alsancak Station  
(Source: SALT Rsearch)

Kayın makes this sort of evolution in his PhD thesis by specialized one building group which are hostelry buildings that transformed after railway station as socially and economic within urban conditions.<sup>239</sup>

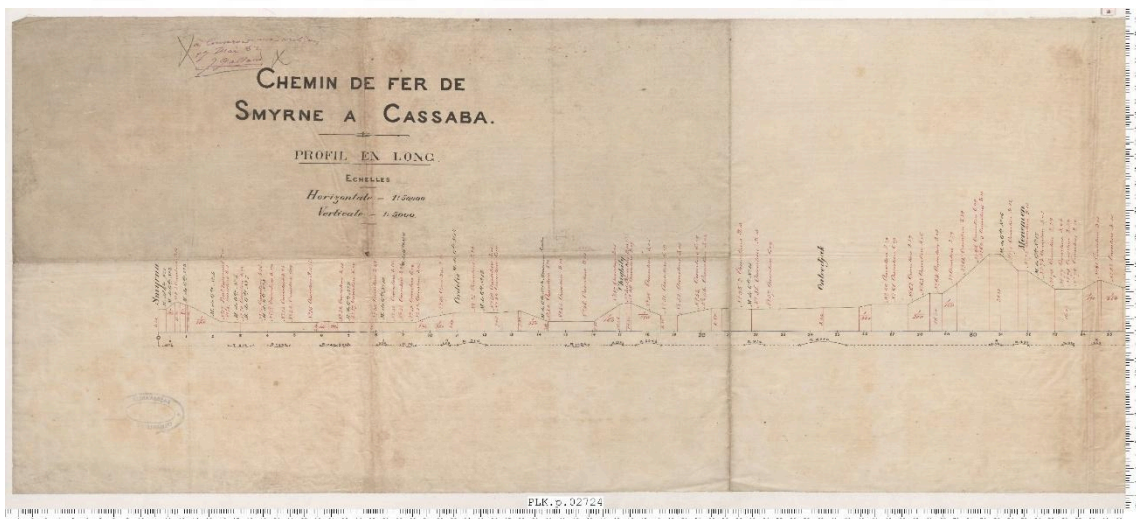


Figure 87. Drawing of İzmir- Kasaba Railway Project  
(Source: COA)

<sup>239</sup> Kayın, E. “Jewel of Mediterranean”, Historical Evolution of Hostelry Buildings with Particular Reference to those within the Inner city of İzmir from the 17th to the First Quarter of the 20th Centuries”, 78.

In his book, Güran generally bases the imperial economy on agriculture and agricultural activities.<sup>240</sup> However, in terms of raw materials, not only agricultural products but also mines in Western Anatolia make it attractive for railway investment. Additionally, stations of those lines change their socio-economic makeup. For instance, İzmir-Kasaba(Turgutlu) railway stations as follows Smyrna, Cordelio, Çiğli, Menemen, Emiralem, Horozkent, Magnesia and Turgutlu as partially seen from the above map (Figure 87). İzmir-Aydın stationary points are Alsancak, Şirinyer, Buca, Torbalı, Ödemiş, Selçuk, Söke and Aydın.

The increase in interregional trade with the help of trains also raises the socio-economic graph of the stops. Accordingly, in the town of *Ödemiş* which is one of the places reached by the railways, agricultural activities have been replaced by trade over time, and although the share of agriculture in the cake has decreased, it can respond to the demands of the regional market.<sup>241</sup>

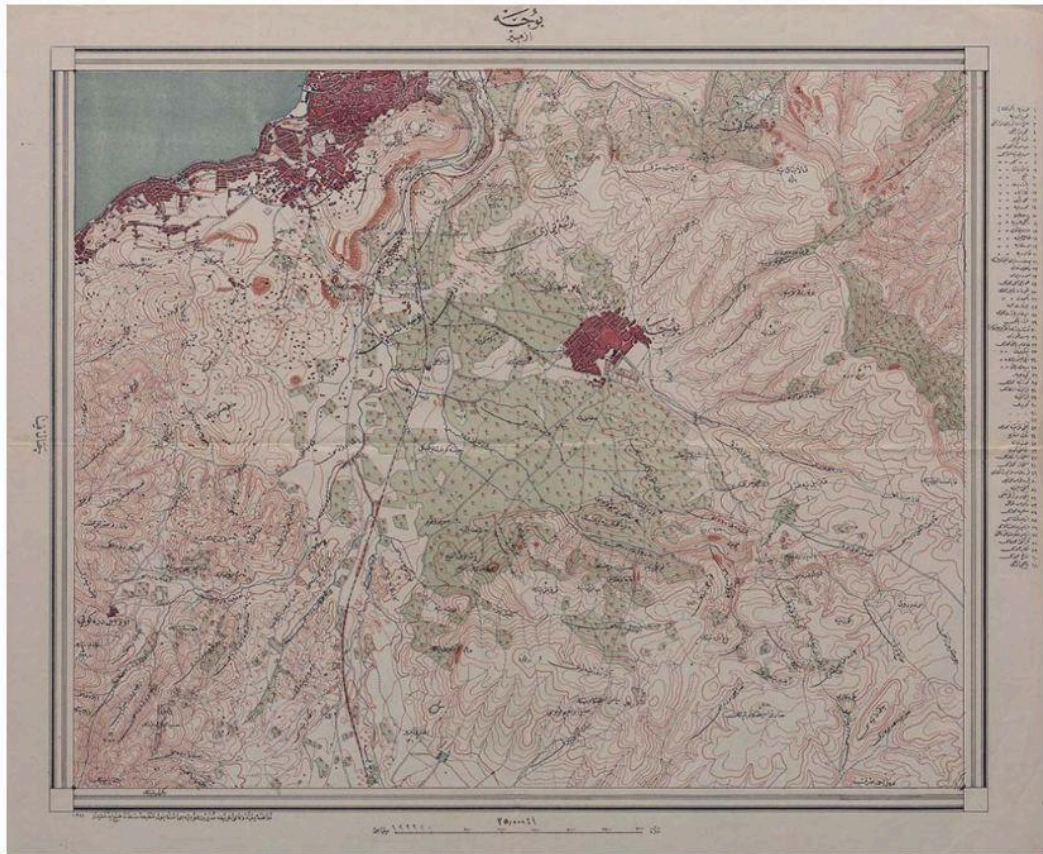


Figure 88. Map shows Buca and the center of city dated in 1925 1/25000  
(Source: SALT Research)

<sup>240</sup> Güran, Tevfik. *19. Yüzyılda Osmanlı Ekonomisi Üzerine Araştırmalar*, İstanbul: İş Bankası Kültür Yayınları, 2014, 69.

<sup>241</sup> Güran, *19. Yüzyılda Osmanlı Ekonomisi Üzerine Araştırmalar*, 230.

New economic relations were established with neighboring settlements by railroad. The main reason for this relationship is that the agricultural product and mine reach the port with an enormous speed comparing with past .

Additionally, with railways, the caravan system came to a full stop. These constructions also changed schema of hans because offices replaced with accommodation with goods. Big mansions turned into hotels around Basmane that still protects its facilities today. Moreover, with railway constructions mega form of city has been changed. In other words, transportation system transformed city structure. For instance, Buca was developed via line from Basmane in addition to that Bornova and Karşıyaka became more developed through Alsancak's line. In above map although Buca is a suburban center it is possible to observe density of construction compare to city center (Figure 88). According to Hitzel, Greek and Armenian bourgeoisie and high-ranking Ottoman officials adjourned to their stone houses in suburbs such as Buca, Bornova and Foça in summer. <sup>242</sup>

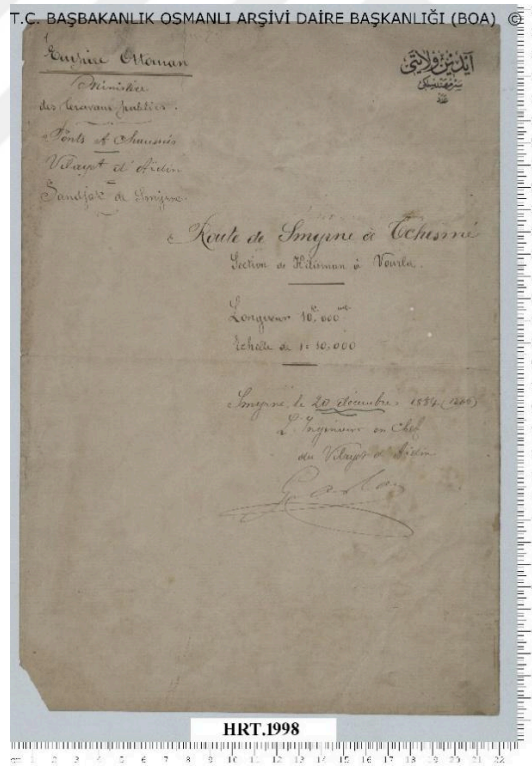


Figure 89. Urla-Bademler-Kilizman Road Project dated in 1887  
(Source: COA)

<sup>242</sup> Hitzel, “Jewel of Mediterranean”, 80.





In addition to those two train lines which intersect almost perpendicularly on the rural part of the İzmir there is also tram line which follows sea shore. *Trams of Société des Quais de Smyrne* are the first public transportation vehicles of İzmir and this line connects Aydın railway to Sarıkışla and serves with 20 trams and 50 horses. After those primarily attempts which are the horse-drawn tram, there would be another suggestion to connect Mithatpaşa Street in coming years. In addition to that, there are road and tram lines suggestion projects for Urla region, in archival records, too (Figure 89). Detailed road map can be seen in Figure 90. With infrastructure investments makes faster transportation therefore transportation convert raw materials to money and integrate city to world economy.

In this wise, in addition to foreign-origin investments, there are also domestic investors that the empire insists on supporting.<sup>243</sup> Although foreign entrepreneurs offered 30% of the income, the Hamidiye Ferryboat Company was established in 1884 with this concession, which was obtained by Yahya Efendi, one of the imperial subjects, by the order of the palace.<sup>244</sup> Regular voyages to Foça, Alaybey, Bayraklı, Karataş, Göztepe, Urla, Karaburun and Çeşme (Ilica) started with the small ferries that started to be seen in the gulf of İzmir. Accordingly, Kontente asserts that, with these regular ferry services provided by the Hamidiye company, the development of new neighborhoods has been accelerated and in this context, Karataş, Karantina, Gzötepe, Bayraklı and Karşıyaka have shown a striking development.<sup>245</sup>

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<sup>243</sup> Kurt, Sedat. “İzmir Hamidiye Vapur Şirketi (1884-1915)” in *Çağdaş Türkiye Araştırmaları Dergisi*, v.1, 1991: 71-107, 75.

<sup>244</sup> Kurt, “İzmir Hamidiye Vapur Şirketi (1884-1915)”, 79.

<sup>245</sup> Kontente, “İzmir: The Changing Face of a City”, 115.

### 3.3.3. Infilling Parcels and Redesigned Urban Territories

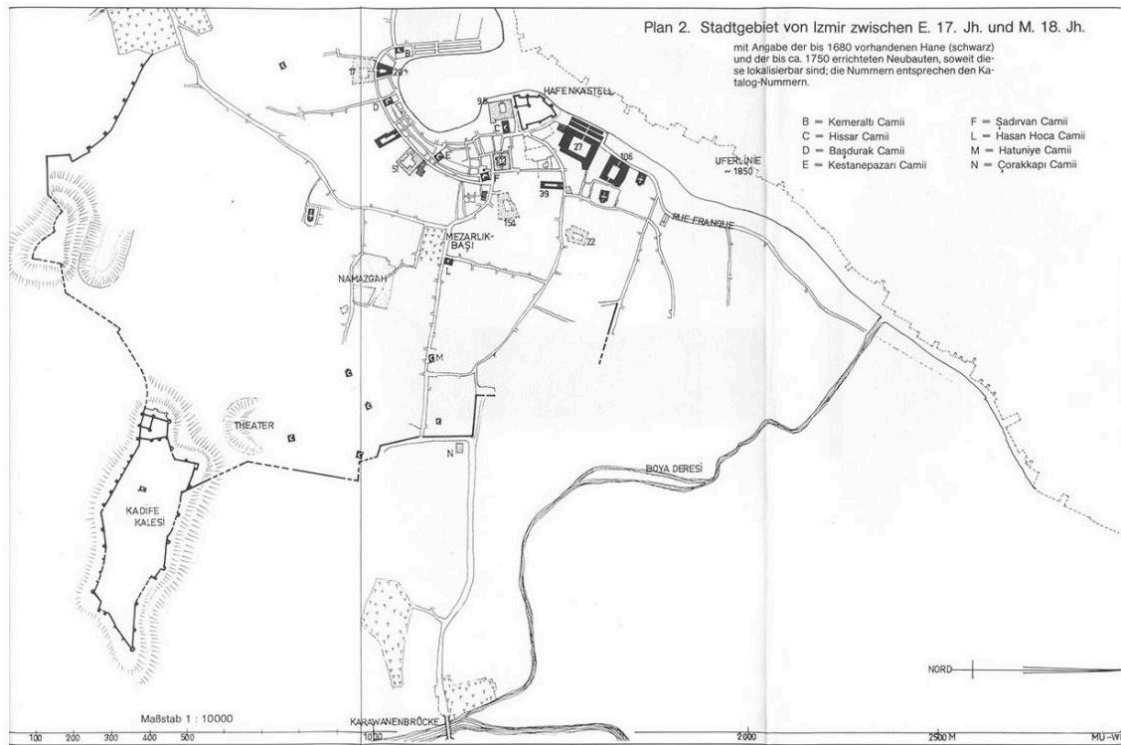


Figure 91. Müller-Wiener's Map  
(Source: SALT Research)

When the subject of filling the parcels are involved, it is inevitable to discuss the Izmir port. It is because that from antiquity till even today Aegean sea would be a land reclamation area. As seen from Figure 91, changing coastline within years implemented on map with different form of display. Müller-Wiener starts from the inner harbor till new harbor construction in 1867 but not included. Bold lines shows ca 1750s and dotted lines shows 1850 coastal line.

Even though the story of filling sea around port construction years were known, there are still missing parts such as where was from the material to fill, parcelling and condemnation issues. Figure 92 constitutes location of port and more or less duration of port usage. Apart from the natural filling of the inner harbor, each port comes with its own replenished areas.

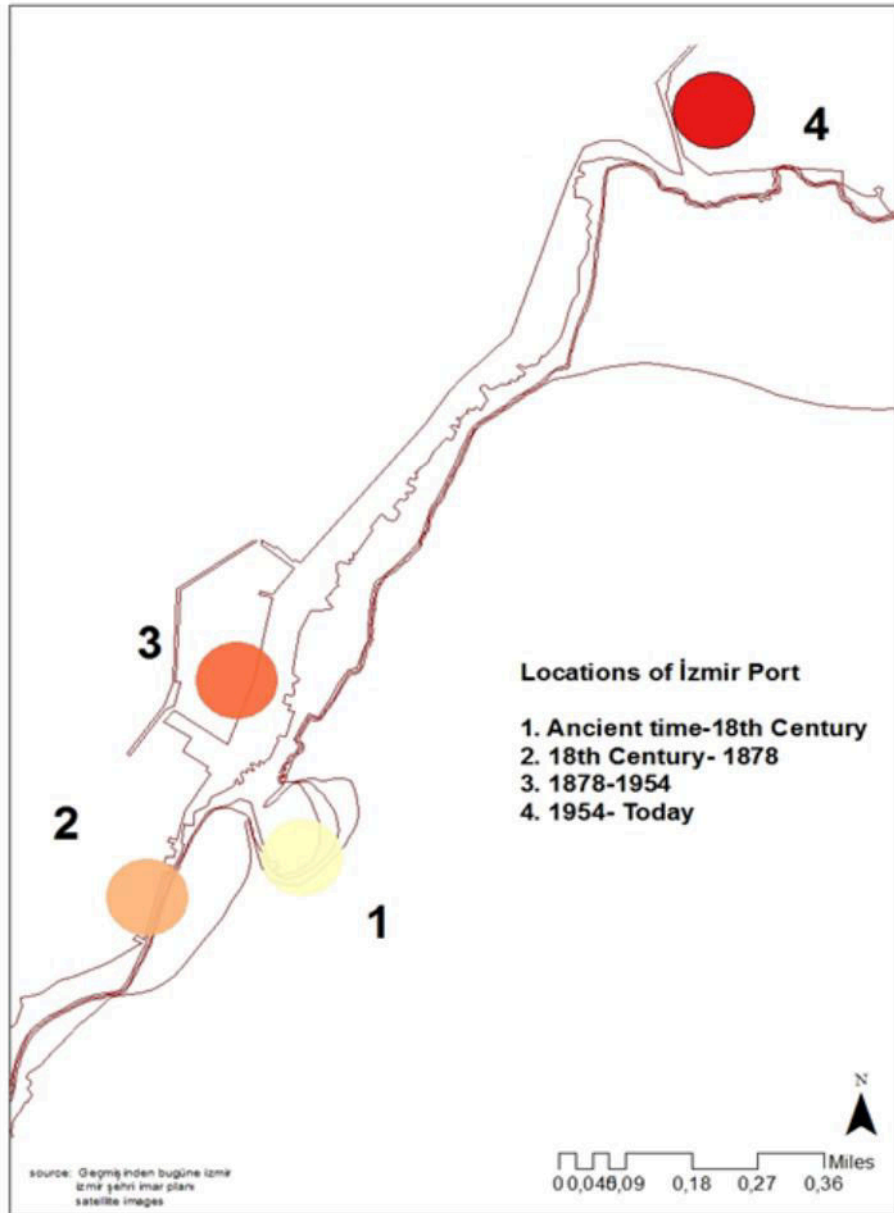


Figure 92. Changing Coastline with Locations of Port  
(Produced by author)

Additionally, expropriation together with investments is a new and big situation for the city. Constructing mega rail way station projects of course cause some condemnation issues. By designing and building railways both in-city or inter city contractor some how faced with also expropriation issues. There are some archival records found in COA about proposing condemnation proposals. For instance, in Figure 93 left hand shows on upper scale which areas need to be expropriate and on the right

hand side shows *Kervan Köprüsü* neighborhood to expropriate if it is necessary. The map below them is also indicates that redish areas needs to be condemnation. <sup>246</sup>

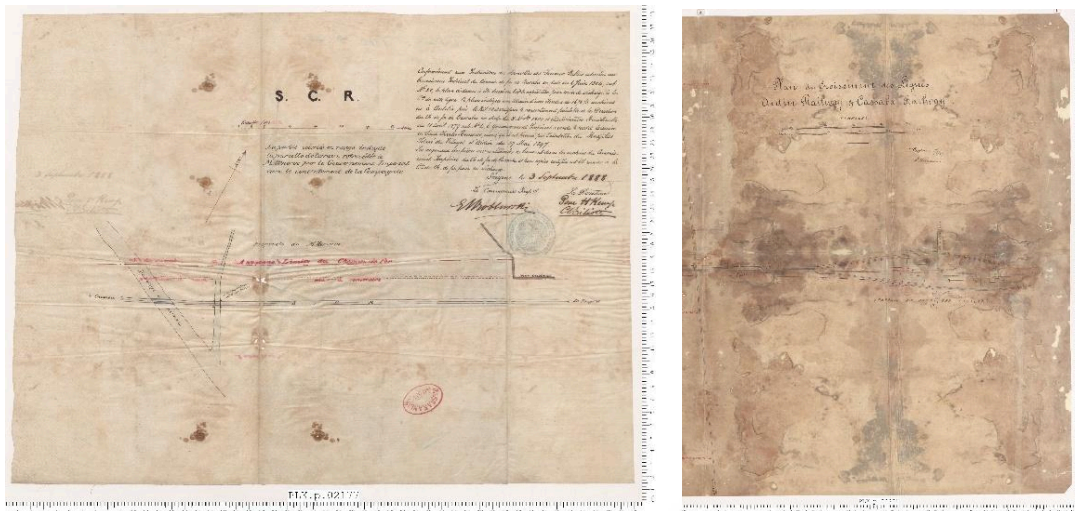


Figure 93. Expropriation Maps of Smyrna Aydın Railway, 1888  
(Source: COA)



Figure 94. Expropriation Maps of Smyrna Cassaba railways date is unknown  
(Source: COA)

<sup>246</sup> Accessed in 18.02.2020.

When it comes to redesigned urban areas, *Konak square*, which is the first public square that is located in the heart of the city, is of course the first to come to mind (Figure 95). This administrative square is the first planned square of the city in this period. The areas marked with the as green legend on the previous maps are mostly cemeteries, not parks or gardens. While going into the countryside, olive groves, vineyards, and extensive suburban gardens are a matter of discussion, but these regions are not possible to reach by every member of the city within a day, easily.



Figure 95. Postcard of Konak Square  
(Source: APİKAM)

Some *small squarerish zones* should be mentioned after discussing this square. For instance, in front of station buildings are sort of a square even though the space before entrance to the buildings are too small to be called as a square. However, because of locating at easily reaching points and being at road junctions which become a gathering place for people (Figure 96).



Figure 96. Basmane Train Station  
(Source: SALT Research)

Another accessible promenade after waterfront (*Birinci Kordon*) is *Halkapınar*. As can be seen from the photograph, this green place with ponds is actually the area where the 'paid water' encountered by the people of İzmir at the end of the century is operated and distributed as water to the city.<sup>247</sup> Especially, European travelers and entrepreneurs visit this place (Figure 97).

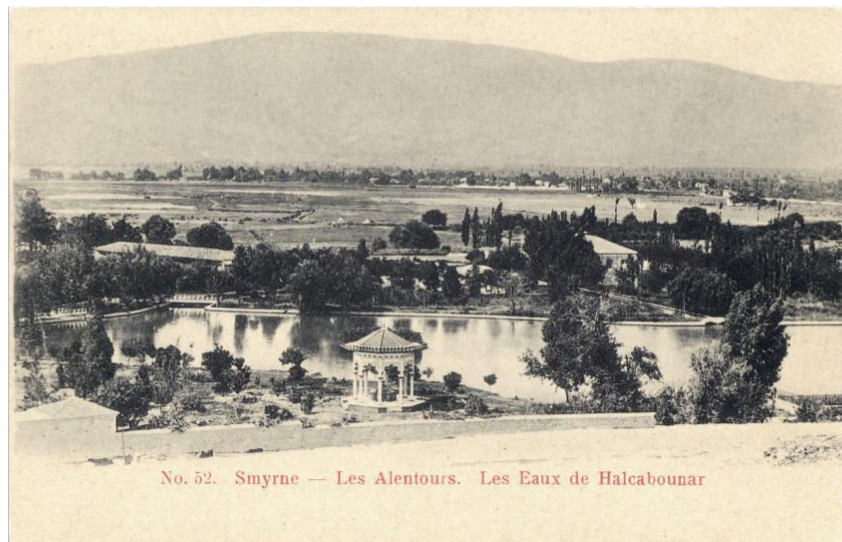


Figure 97. Photo of Halkapınar  
(Source: Levantine Heritage)

<sup>247</sup> Kontente, "İzmir: The Changing Face of a City", 116.

### 3.3.4. Property Distribution of Harbor Zone

Access to information on property distribution is still an issue due to conflicts. The only document reached throughout the study until the establishment of the Republic is the map below (Figure 98).

Although the date of publishing seems as around 1920 in archival records, the style of drawing is quite similar with the company of İzmir Quay and must be dated to 1880s. According to this map, before construction and after construction is underlined. Pinky parcels with numbers represents after filling sea while constructing new quay. Additionally, numbering islands gave information about land owner, from their names we can face with ethnic distribution of cosmopolit İzmir.

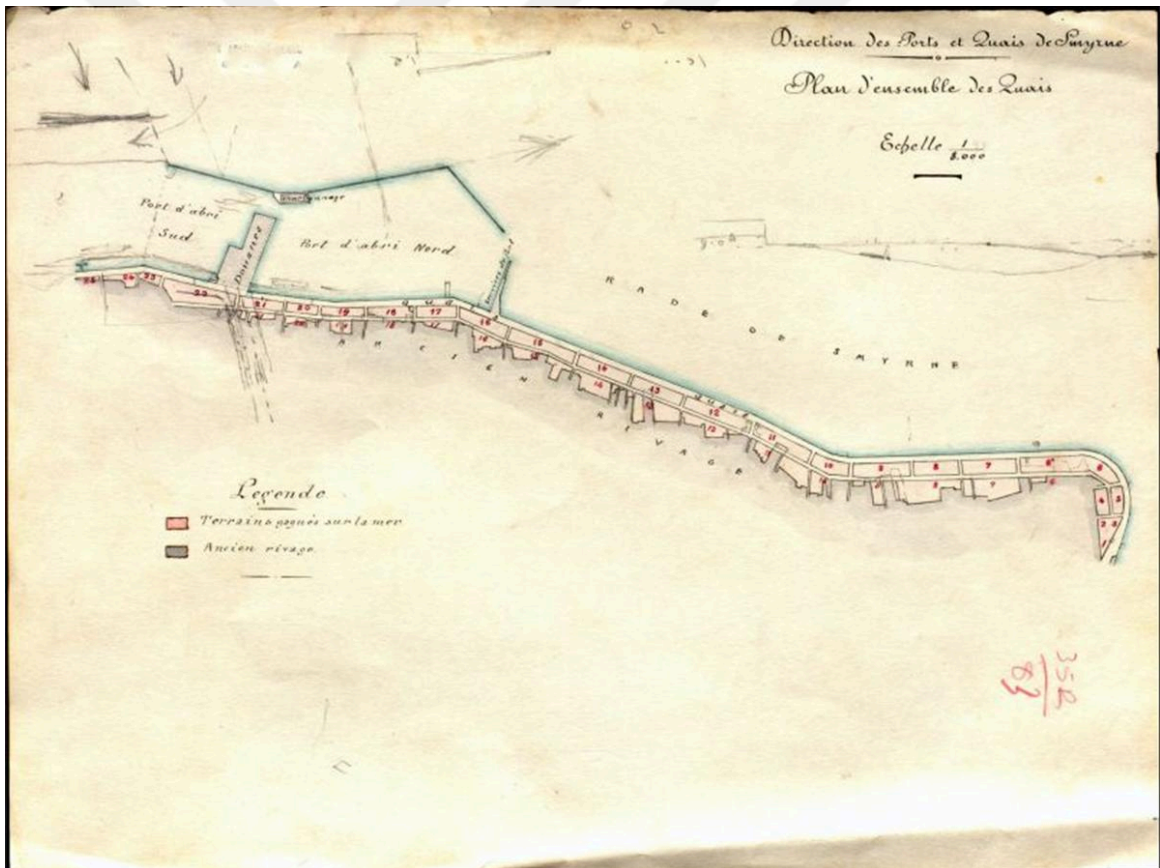


Figure 98. Property Plans of İzmir Quay ca 1880  
(Source: Nafia Vekaleti 1920-1934, accessed in 10.12.2022 in The State Archives of Presidency of the Republic of Türkiye)



Table 16 exemplifies this complex distribution concordantly (Figure 99). As it can be seen from this table, land owners of parcels are various from Wilkinsons to Sadık Bey, Van der Lee to Yahya Paşa. Another thing that draws attention according to this cadastral plan is Turkish subjects of the empire in addition to European investors. It is said that the former Governor Mithat Pasha owned a small plot of land in order to encourage the important names of the city. Governmental buildings indicates as they are, for instance as Post and Telgraph Building seems also as pink at the right-hand of the map.

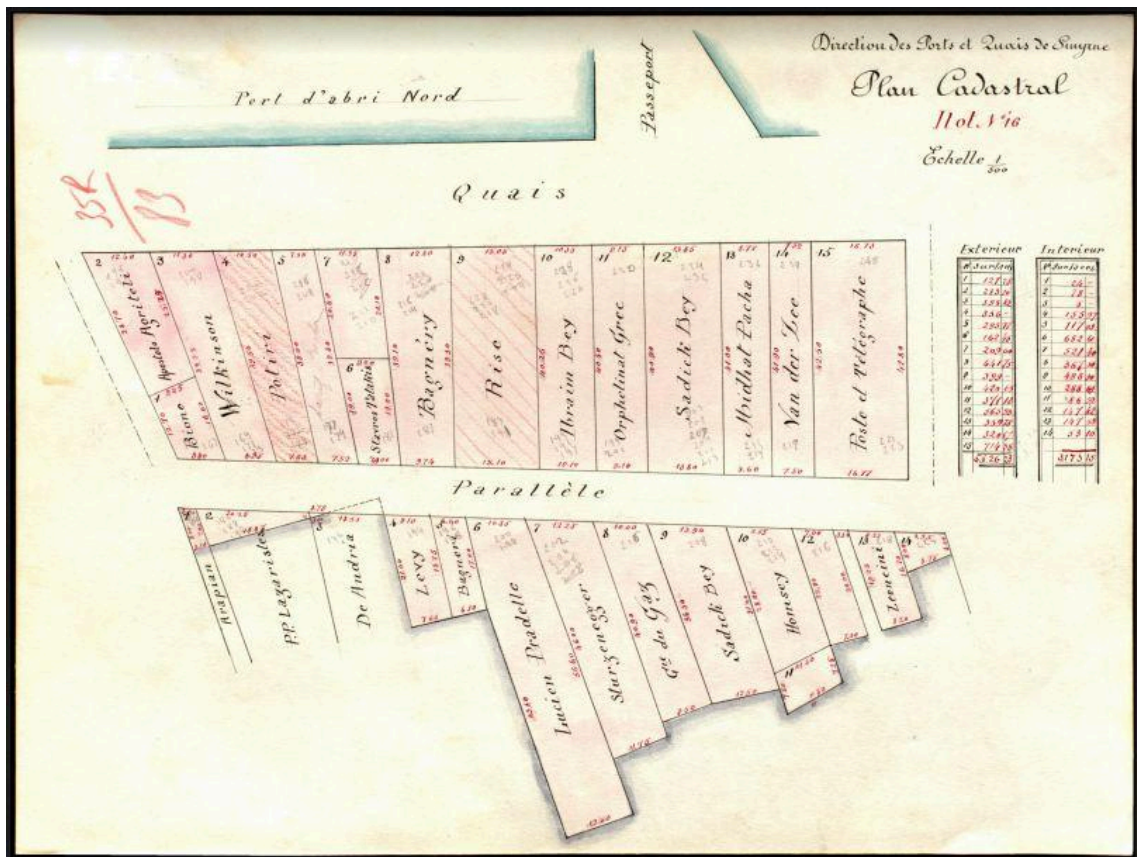


Figure 99. Table 16 of Property Plans of Izmir Quay ca 1880  
(Source: Nafia Vekaleti 1920-1934, accessed in 10.12.2022 in The State Archives of Presidency of the Republic of Türkiye)

When we compare the parcel owners with the building stock based on information in the previous morphological analysis section and Goad insurance plans, it is possible to observe the changes. For instance, the Grand Hotel Huck will be built after the part seen as the governmental post office (Figure 100).



Figure 100. The Grand Huck Hotel in 1910  
(Source: Levantine Heritage)

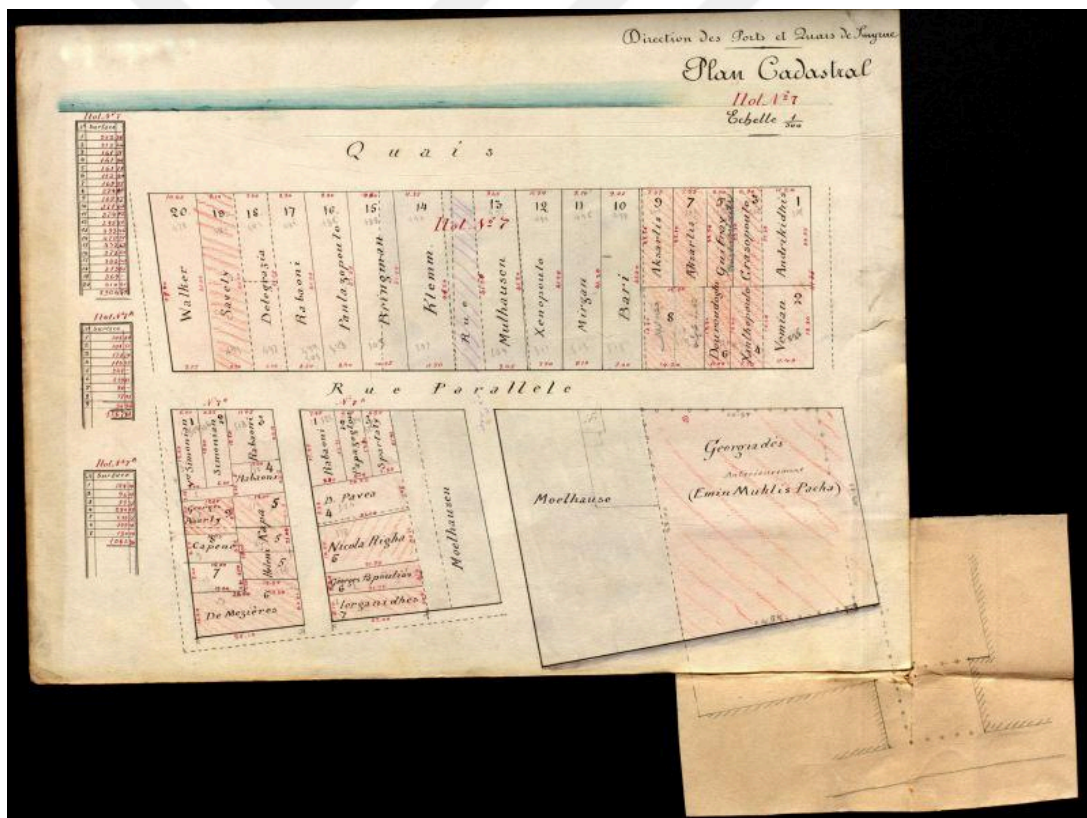


Figure 101. Table 7 of Property Plans of İzmir Quay ca 1880  
(Source: Nafia Vekaleti 1920-1934, accessed in 10.12.2022 in The State Archives of Presidency of the Republic of Türkiye)

This last reached pile of maps constitutes 22 plates. It is not possible to have concrete inferences according to distribution because the ownership is quite temporal and changeable. However, drawings on the Goad map and this cadastral map based on plot sizes resembles each other. Although this early dated map has eclectic style with its appendix and it is possible to make a derivable comparison. To trace drawings for quays some table has continuational addings as it can be seen previous map (Figure 101).



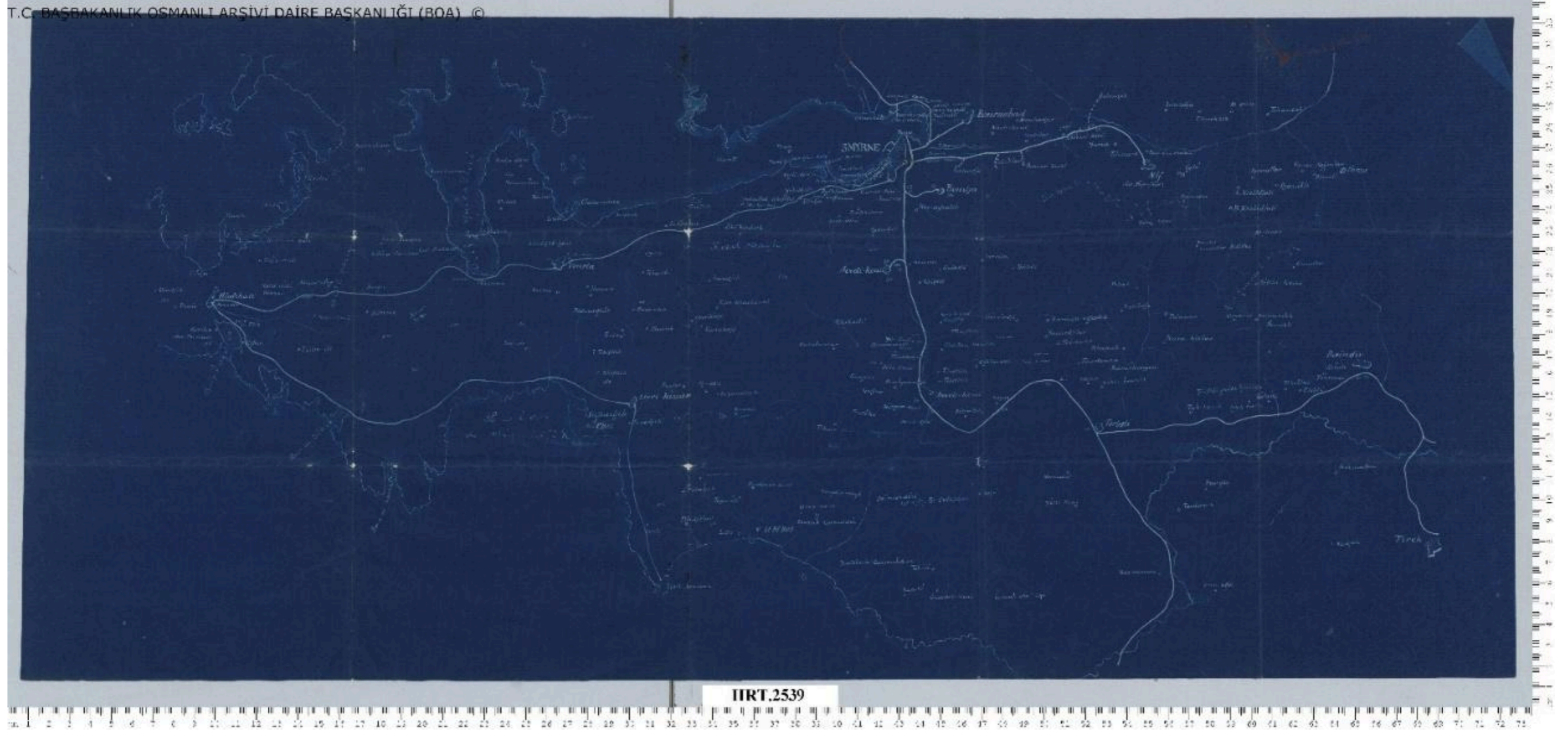


Figure 102. İzmir Road Distribution Map  
(Source: COA, accessed in July 2021)



## CHAPTER 4

### MORPHOLOGICAL TRANSFORMATION of İZMİR

#### 4.1. Urban Transformation of İzmir between 16th and 19th Century

In this chapter it is aimed to evaluate the morphological transformation of the city as a whole in the spatial context, instead of tracing a single space. According to Birik, by studying urban space; it is possible to understand the built environment, socio-economic and cultural components and to understand the place of the city in local, regional and global networks.<sup>248</sup> In parallel with this approach, 19th century İzmir will be evaluated by questioning the information set in hand in the light of a holistic morphological approach, namely in terms of dynamics and structural interventions that shape (change and transform) the city, breaking points and continuities. İzmir, one of the first modernizing and pioneering cosmopolitan cities of the Ottoman Empire, has been transformed by central government interventions together with trade agreements and western initiatives, after becoming an international port.

It should be underlined that the reason for the rapid growth of the imperial port cities and the merchant communities of these cities is the special relationship they established with the world markets and, in a way, the support of the authority. According to Keyder, the ports are located in the center of gravity of the cities and they became the founder of new trade networks and the herald of new relations and structure in the social sense.<sup>249</sup>

In the light of all this information, the maps drawn between 1837 and 1885 regarding the city of Izmir will be listed as follows, respectively, in order to establish a path to see the situation during and after the construction of both the port and the railway.

The cartographic map in large scale has been prepared for the purpose of strategy and tactics against the enemy since the 18th century. Over time, besides being important strategic tools, it has also been used for the purpose of country reconstruction and public

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<sup>248</sup> Birik, Melih. “Kentsel Morfolojiye Bütüncül Yaklaşım” *Türkiye Kentsel Morfoloji Sempozyumu 22-23 Ekim 2015 Mersin, Proceeding Book* ed. by Yener Baş and Sinan Durat (2016), 538.

<sup>249</sup> Keyder, Çağlar. “Belle Epoque ve Liman Kentleri”, 19.

works. Cartographic plan scheme as we used today are used to become widespread in the 19th century.<sup>250</sup> According to Scott, cadastral maps are a control tool that both reinforces and reflects the power of those who commissioned it.<sup>251</sup> Therefore, İzmir city maps also dated in that century. The very first map belongs to Lieutenant Thomas Graves and drawn between 1836-7 (Figure 104).<sup>252</sup>

Accordingly, Gençer evaluates that map as displaying pre-modern İzmir with narrow roads which only allows caravan passing.<sup>253</sup> It is also known that harbor part added after completion of map while publishing. Consulate buildings and important commercial buildings were embroidered on map. In addition, administrative centers are placed in front of the *Kemeraltı* arc on this map.

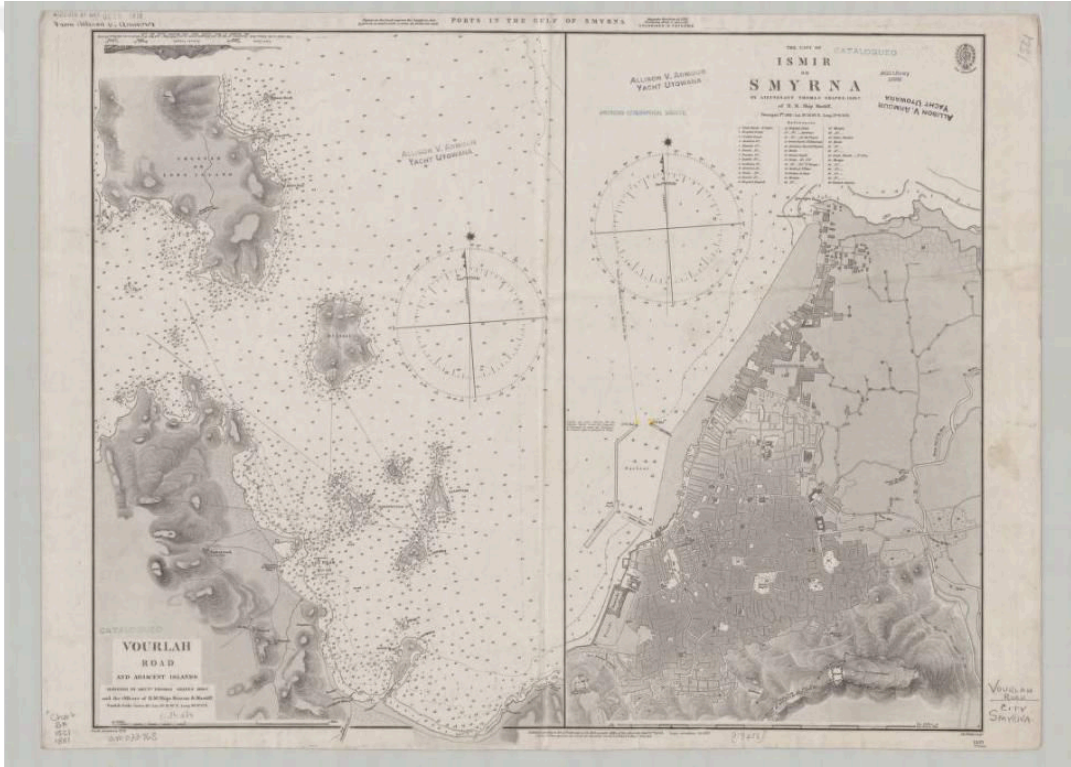


Figure 104. Thomas Graves's İzmir Map 1836-7  
(Source: APIKAM)

<sup>250</sup> Tanrıku, Murat. "Cumhuriyet Türkiye'sinde Kartografya", *Türkiye Araştırmaları Literatür Dergisi*, V.17/33, 2019, 159.

<sup>251</sup> Scott, *Devlet Gibi Görmek*, 60.

<sup>252</sup> The original map is in National Maritime Museum, Greenwich, Charts and Maps G 235: 8/28, scanned from the copy of APIKAM.

<sup>253</sup> Gençer, Ceylan İrem. "Dualities in the transformation of the urban realm; Smyrna and Salonica 1840-1900", *Mediterranean Historical Review*, 31:2, 2016, 146.

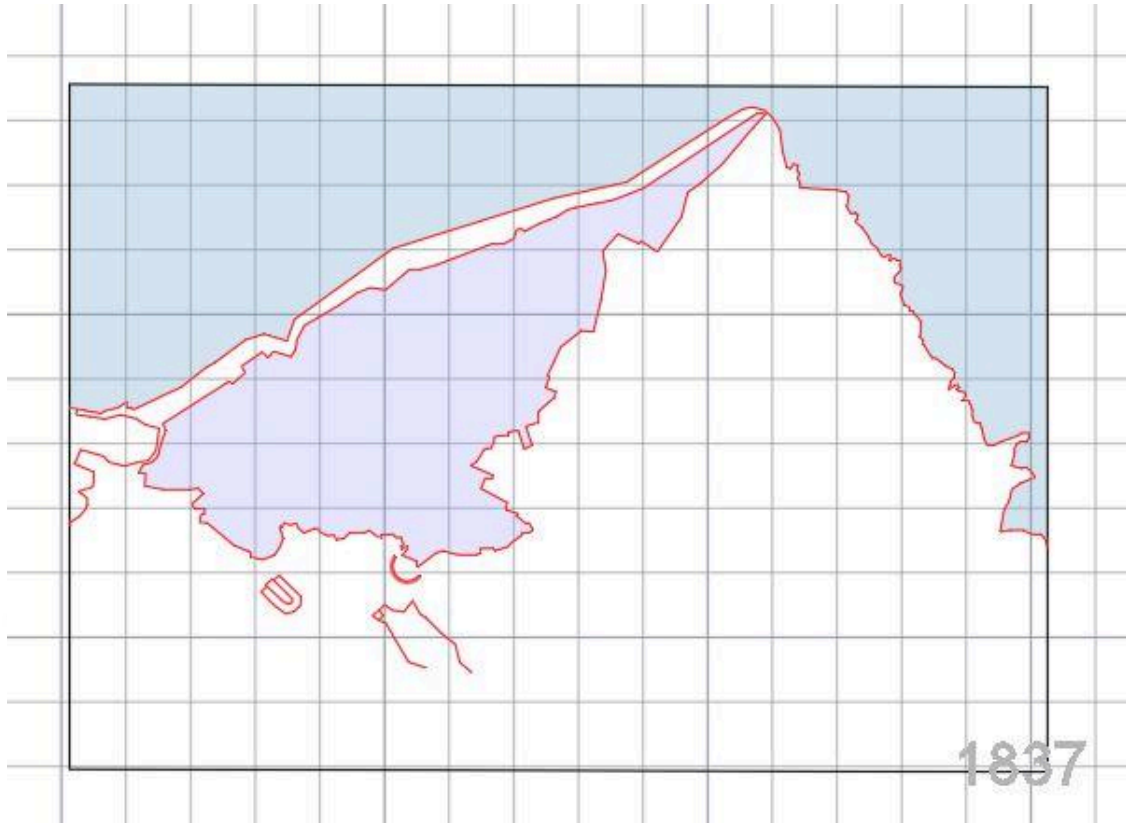


Figure 105. Drawing of Grave's map  
(Digitized together with graduate students of İzmir Institute of Technology within the scope of AR621 Architecture of İzmir course in fall semester of 2018/19 which was given by Prof. Dr. Şeniz Çıkış and assisted by author)

This map shows detailed relation between city and sea without rural part included. In order to follow same layout in demonstrations rural part missed consciously. (Figure 105). As can be understood from the name of map which is 'Ports in the Gulf of Smyrna' has covers almost the entire bay, including Urla and its islands. On the other hand, considering the context of other maps only urban area of the city is drawn above (Figure 105). In addition to those specialities, it can be seen Armenian Quarter before the fire. Because starting from Saad's map we will face with regulated phase of neighbourhood.

The second map (Figure 106) is prepared by Luigi Storari, who was invited firstly to İzmir from Egypt by invitation of governor of İzmir and dedicated to Abdülmecid. Soon after the finishing 2-year study in İzmir between 1854-56 Sultan Abdülmecid also would invite him after Aksaray fire in 1856.<sup>254</sup>

<sup>254</sup> Bilsel, "The Long Nineteenth Century of İzmir: Actors of Change in Urban Space" speech in *TAMİKAM Tarih Söyleşileri*, İzmir Institute of Technology in 26 May 2021.





Figure 106. Pianta della citta di Smirne (City Plan of İzmir) by Luigi Storari  
(Source: APİKAM)

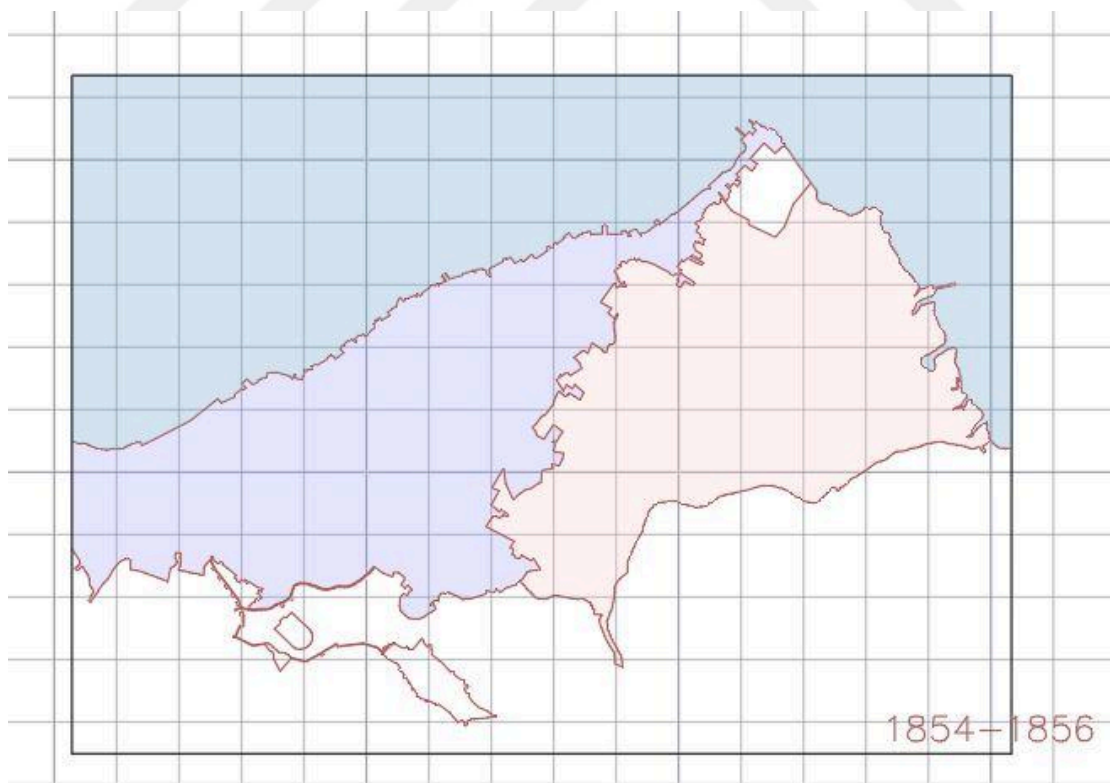


Figure 107. Drawing of Storari's Map

The pink part of the legend shows the urban texture, while the green part shows the developing green area dominant relative rural (Figure 106). Although it is not possible to compare the rural part because it is not visible in the previous map, it is seen that the Punta region is articulated to this map, albeit in a different color (Figure 107).

Chronologically, the third map is the Izmir map of Lamec Saad (Figure 108). Because of drawing date, it can be seen that the first cores of both mega projects have been laid. The completed breakwater and *İzmir-Aydın* railways are mapped. The urban texture indicated in red has expanded especially towards the present *Göztepe* region. It is possible to watch the filled and planned coastline with its gray color. The suburban area, rendered in shades of green, also appears to be physically expanded compared to 20 years ago. We can read that the surrounding of the train line is still not included in the urbanized texture (Figure 109).

From now on İzmir can be called semi-peripheral city as also an industrial city because of new harbor and train lines are much the same with its contemporaries. Accordingly, this industrial city exceeded its natural limits for instance *Boyacı* stream and has wider rural area although urban tissue does not exceed so much.

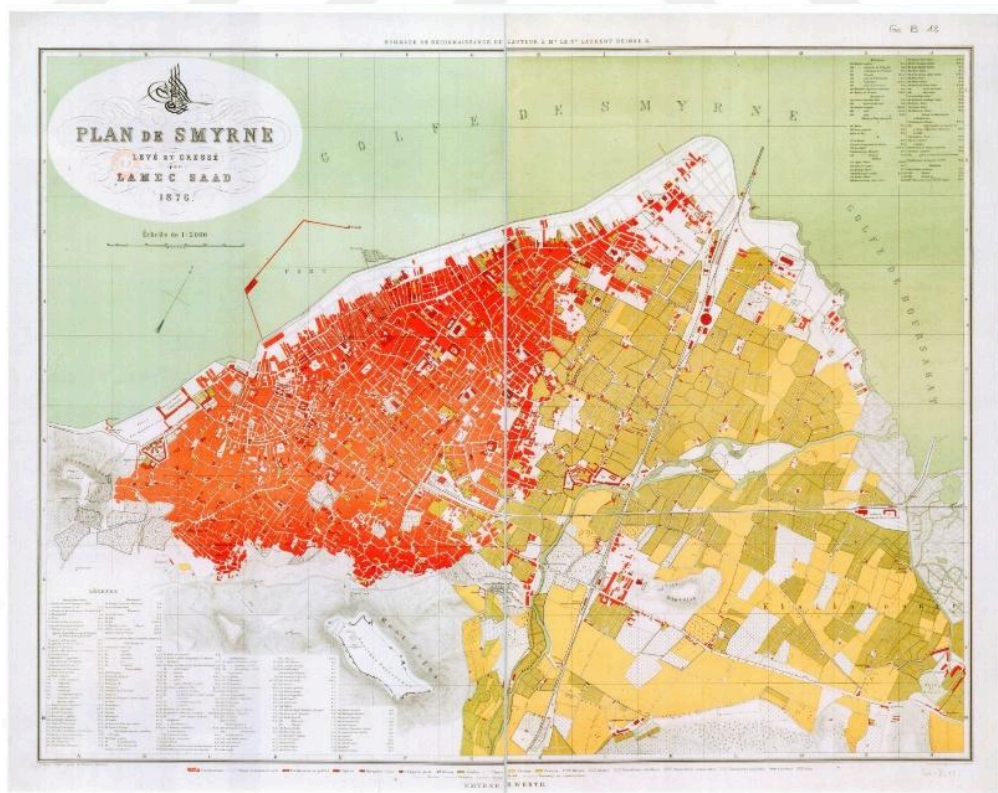


Figure 108. Map of İzmir, Lamec Saad, 1976  
(Source: APİKAM)

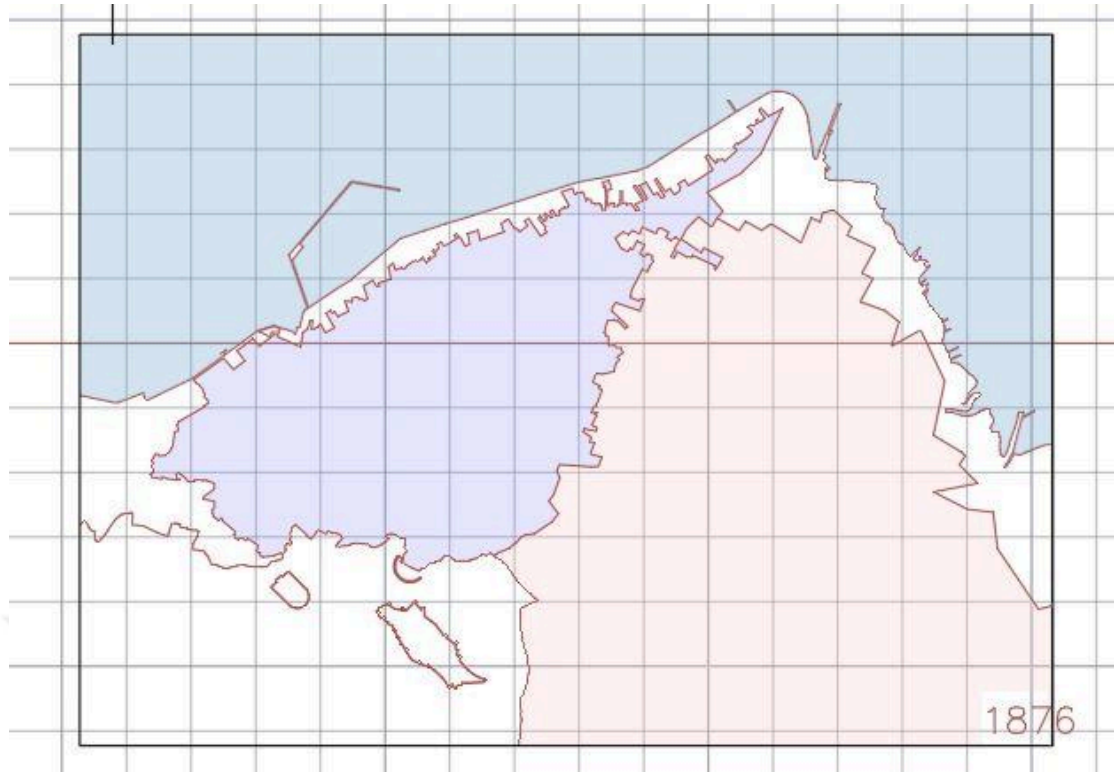


Figure 109. Drawing of Saad's Map

In Georgiades' map dated 1885, it can be said that the completed port works accompanying the breakwater that is seen in the previous map and the two railways that cut each other almost perpendicularly were completed (Figure 110). This time, the *İzmir-Kasaba* line accompanies the previously completed *İzmir-Aydın* railway. Consulates of 18 countries which are varied from Sweden to Persia also marked in detail with numbering buildings

Compared to the previous maps, it can be observed that the urban texture has reached the widest and most natural borders when the Boyacı Stream and the stadium has taken as reference points. In addition to all these, it can be claimed that the capital has totally brought industry to the city with legends such as the gas factory, cotton factory, and tobacco factory which are especially close to the Punta region. The black occupancy ingrained in the rural fabric and the increased construction activities in the suburban area are also underlined. In this map, we see that the ethnic origin-based neighborhood culture is also processed in the context of regions (Figure 111).

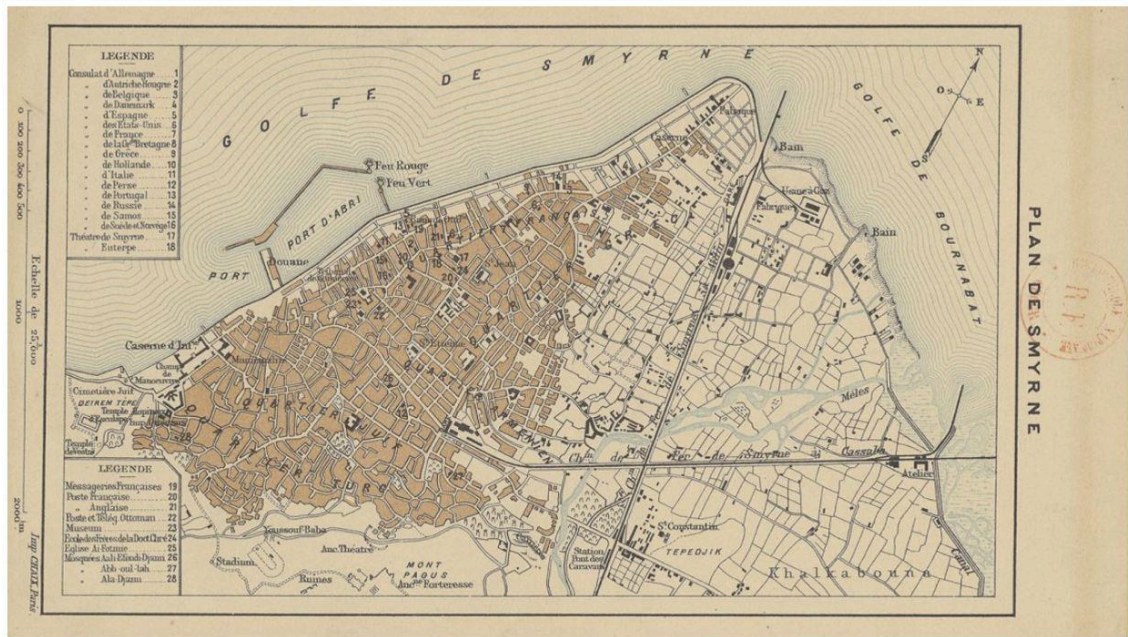


Figure 110. Map of İzmir, Demetrius Georgiades, 1885  
(Source: Gallica Open Library)

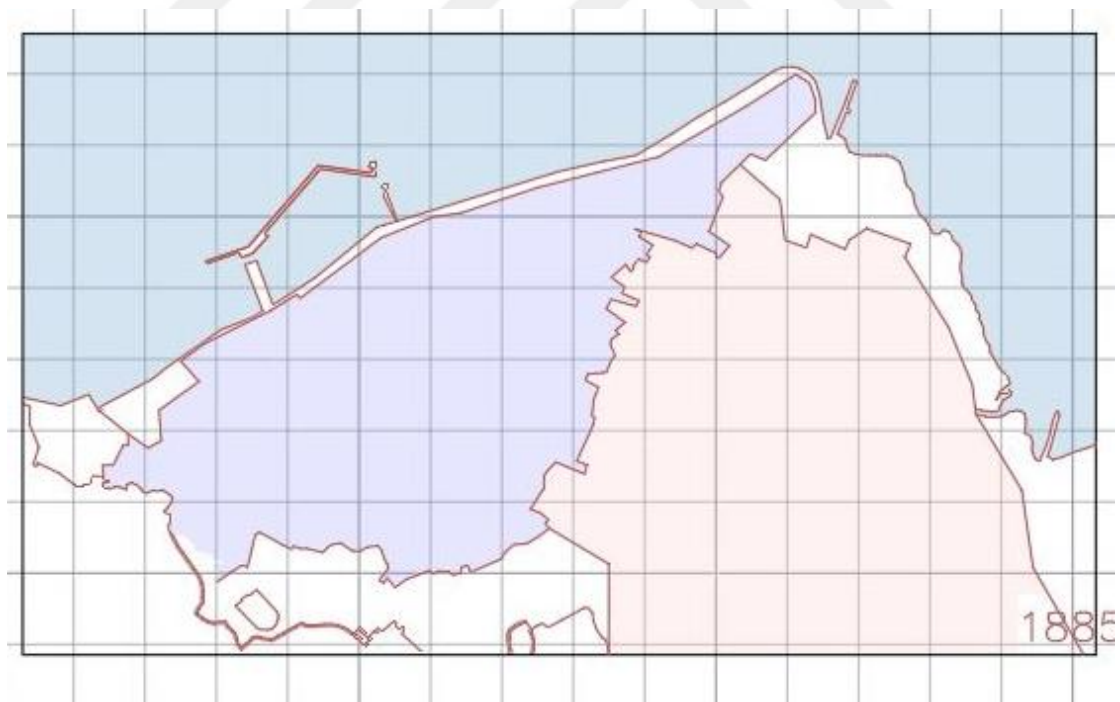


Figure 111. Drawing of Georgiades's Map

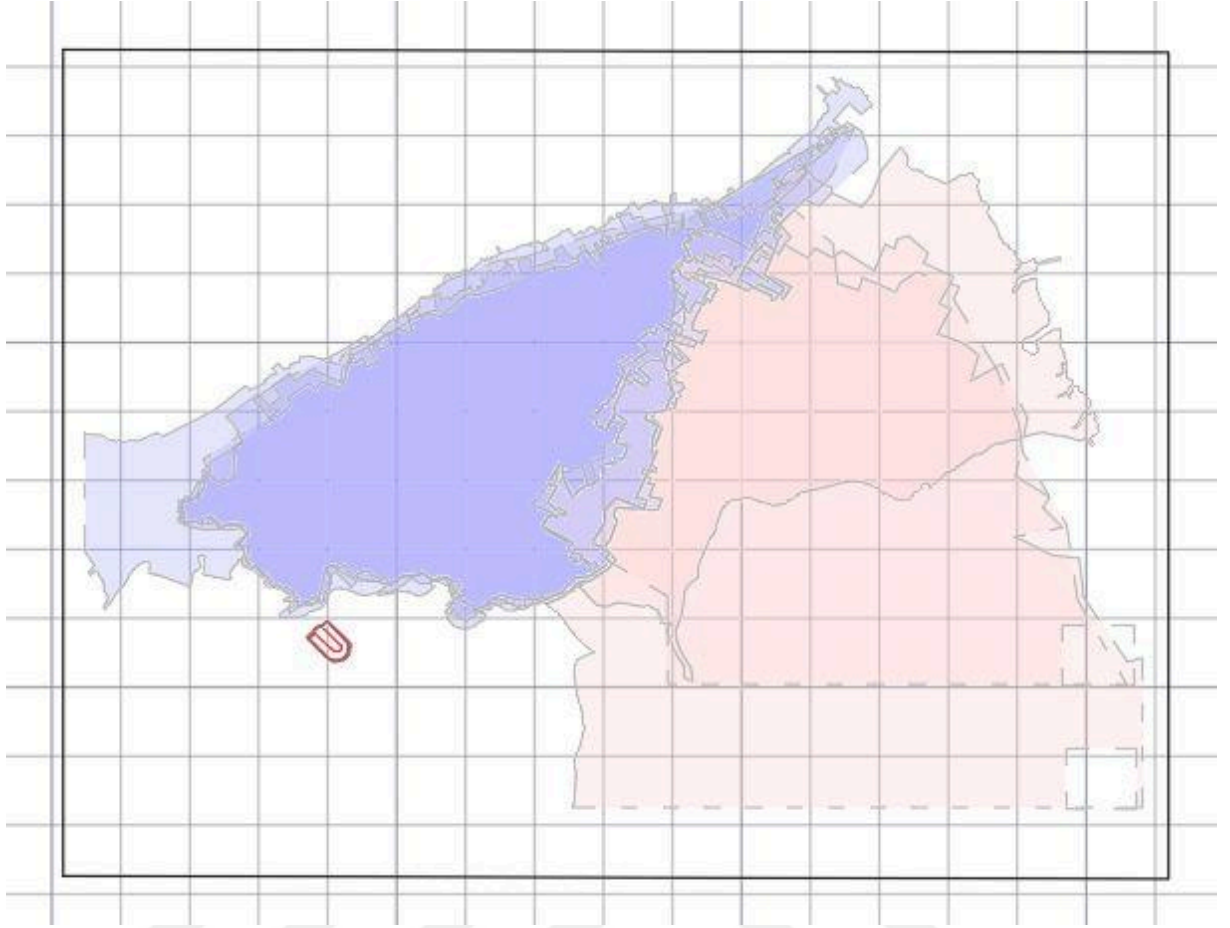


Figure 112: Superimposed demonstrations of all maps  
(Produced by author)

According to Braudel's understanding of history, while the Ottoman Empire lost its dominance in the Mediterranean trade among the terrestrial states that began to dominate the world economy after the city states, the port of Izmir preserves its semi-periphery position and importance due to its prominent actors in the trade starting from 17th century.<sup>255</sup>

When we came to 19th century to follow İzmir position as one of the important commercial harbors the urban texture situation and pace of construction is dramatic aspect of morphologically in approximately 50 years. The suburban area, which is almost overflowing into the background of the city, and the ever-expanding urban texture are observed. However urban tissue has minor changes aspect of covered area. We can observe a new line through Göztepe in addition to new parcels on the sea shore, but that's all (Figure 112).

<sup>255</sup> Braudel, *Akdeniz Mekan, Tarih, İnsanlar ve Miras*, 35.

In this context, the transformation of the built environment experienced in İzmir due to the construction of ports, infrastructure, railways, auxiliary facilities (such as warehouses, lodgings, repair shops), direct loading and unloading facilities, stations, factories, urban tram lines can be observed especially in the urban fabric.

It should be added that the intervention in the settlements was not limited to the listed ones, hospitals, schools, clubs became a part of the political and social organization process of the regions for Eurocentric capitalism. The railways, port and additional civil and social settlements owned by foreign capital also established physical connections with each other during their integration into the world economy, and as a result, the change in the built environment is observed on a closer scale in İzmir. In this regard, while İzmir has become a worldwide transportation center for raw materials and natural resources, there have been changes in the built environment and morphology of its hinterland, just like its own, with the careful selection of the railway route between the center and the territorial enclaves.

When the trajectory of an important century in the history of the port is overlapped as follows (Figure 113), the transformation is dramatic in this 30-year period of rapid construction. The suburban area, which is almost overflowing into the background of the city, and the ever-expanding urban texture are observed. In this context, the changes experienced due to İzmir's port, infrastructure, railways, stations, factories, auxiliary facilities for railways (such as warehouse, lodging, repair shop), construction of direct loading and unloading facilities, construction of urban tram lines, railways owned by the British, the port and its surrounding areas. Settlements also established physical connections with each other during their integration into the capitalist economy, and as a result, the built environment began to change. In Turkey, İzmir has become a worldwide transportation hub for raw materials and natural resources. Along with the careful selection of the railway route between the center and hinterland, there have been changes in the built environment and morphology of the hinterland, just like city itself.<sup>256</sup>

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<sup>256</sup> This section partially presented in ISUF Turkey, Türkiye Kentsel Morfoloji Ağı III. Kentsel Morfoloji Sempozyumu Kent Morfolojileri Kentsel Form Araştırmalarında Çok Boyutlu Yaklaşımlar with the name of “19. Yüzyıl Liman Kenti İzmir’in Morfolojik Dönüşümü Üzerine Bir Değerlendirme”, 3- 5<sup>th</sup> of May, METU, 2021.



Figure 113: Final view after superimposed maps aspect of plots by referencing harbor and train lines  
(Produced by author)

## 4.2. Evaluation of İzmir as a Port City with its Contemporaries

In this section, while comparing the port city of Izmir with its contemporaries, both the European and the Ottoman contemporaries in the port city will be mentioned. First of all, according to the traveler's narratives, compared to its simultaneous Western contemporaries, Izmir offers nothing less than European port cities, especially travelers interested in the city's waterfront.

For instance, Alphonse de Lamartine defines İzmir as an elegant commercial center where consuls and bankers live as if they were in Paris and London, like Marseille, which was established on the shores of Asia Minor.<sup>257</sup> In addition to him, Count Choiseul-Gouffier, who came as the first commercial representative from Marseille, which had a monopoly on France's eastern Mediterranean trade, would later serve as the French consul in Istanbul.<sup>258</sup> He talks about İzmir as follows: “When we came to İzmir, just like Bordeaux and Amsterdam, the wealth and splendor created by great commercial activities did not mislead us”.<sup>259</sup> Accordingly, Maeso summarizes the narrations that are identical in the descriptions of the traveler as follows; the majestic mountain range in the background, the pluralism created by ships of different nationalities in the port, Izmir visible from the bay in all its majesty, a waterfront that does not remain behind London and Paris with its spatial offerings.<sup>260</sup>

Travelers who are sometimes commercial attaches, sometimes archaeologists, painters, writers; as such, it should be underlined that they traveled for ancient and exotic purposes. For this purpose, when the *Leisure Hour* magazine is scanned with the keyword *Smyrna* that opened to public between 1853-1896 volumes, results are always related with travel to antique beauties except reforms of Sultan Mahmud in 1860 and some earthquake news. On the other hand, in volume 1877 there are personnel narratives about Ephesus and Temple of Diana belongs to Mr. Wood who is an architect and responsible from construction of İzmir-Aydın depots and stations to eastward.<sup>261</sup> He also asserts that while

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<sup>257</sup> Lamartine, Alphonse. *Voyage en Orient 1832-1833*, Paris: Librairie de Charles Gosselin, 1835, v.2, p.319.

<sup>258</sup> Maeso, “Echoes of a City: an Invitation to a Journey”, 27.

<sup>259</sup> Pinar, İlhan. *Hacılar, Seyyahlar, Misyonerler ve İzmir Yabancıların Gözüyle Osmanlı Döneminde İzmir: 1608-1918*, (İzmir: İzmir Büyükşehir Belediyesi Kültür Yayınları, 2001), 135.

<sup>260</sup> Maeso, “Echoes of a City: An Invitation to a Journey”, 31.

<sup>261</sup> *Leisure Hour* volume 1877, catalog.hathitrust.org, 319.



first encountering harbor is quite European, however there is another world towards the east of city.<sup>262</sup>

At the end of the 18th century, economic activities started to shift from the countryside to the port in the Eastern Mediterranean regions, where commercial transportation was still carried out with pack animals and sailboats. In that way, the dominance of landlocked cities in the interior ended and coastal cities, with their broad backgrounds, became the most important economic centers.<sup>263</sup> Hastaoglu-Martinidis asserts that the main reason for the increase in importance is the growing demand for raw materials and products by the Europeans. Therefore, port cities become the focus of commercial activities.<sup>264</sup> Of course, it was also considered that many business areas were exhausted for large money flows. With the arrival of the tram, domestic animal carriers and porters lost their jobs in İzmir and Salonica.<sup>265</sup> It is likely that similar situations have occurred in other port cities, since these industries are traditional areas for the port.

The port types adopted in Ottoman port cities were unique to the morphology of the city, for example, even though cities that open directly to the sea such as İzmir, Salonica and Beirut, or inner harbors with sheltered geographical locations such as Istanbul, Alexandria and Piraeus, the model followed is common (Figure 114). According to Hastaoglu-Martinidis, the new ports are established in existed harbor region and just next to the European-style neighborhoods and business districts, traditional bazaars, old commercial districts which are parts of the city from the beginning and train stations.<sup>266</sup> The acceptance of the İzmir dock construction is the first improvement attempt in the empire. In this wise, Emiliano Bugatti states that İzmir had complex period of modernization and urban transformation at the era of Westernization in Ottoman Empire.<sup>267</sup>

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<sup>262</sup> Leisure Hour volume 1877, catalog.hathitrust.org, 320.

<sup>263</sup> Quataert, Donald. "The Age of Reforms, 1802-1914", in *An Economic and Social History of the Ottoman Empire, 1300-1914* by Halil İnancık and Donald Quataert, Cambridge: Cambridge University Press, 1994, 804.

<sup>264</sup> Hastaoglu-Martinidis, "Doğu Akdeniz Kentlerinde Liman İnşaatının Kartografyası: 19. Yüzyıl Sonunda Teknik ve Kentsel Modernleşme", 97.

<sup>265</sup> Hastaoglu-Martinidis, "Doğu Akdeniz Kentlerinde Liman İnşaatının Kartografyası: 19. Yüzyıl Sonunda Teknik ve Kentsel Modernleşme", 106.

<sup>266</sup> Hastaoglu-Martinidis, "Doğu Akdeniz Kentlerinde Liman İnşaatının Kartografyası: 19. Yüzyıl Sonunda Teknik ve Kentsel Modernleşme", 107.

<sup>267</sup> Bugatti, Emiliano. "Before and after catastrophe: The Urban and Architectural Identity of Salonica and Izmir between the Ottoman Empire and the Nation-state", 2014, 357-378.

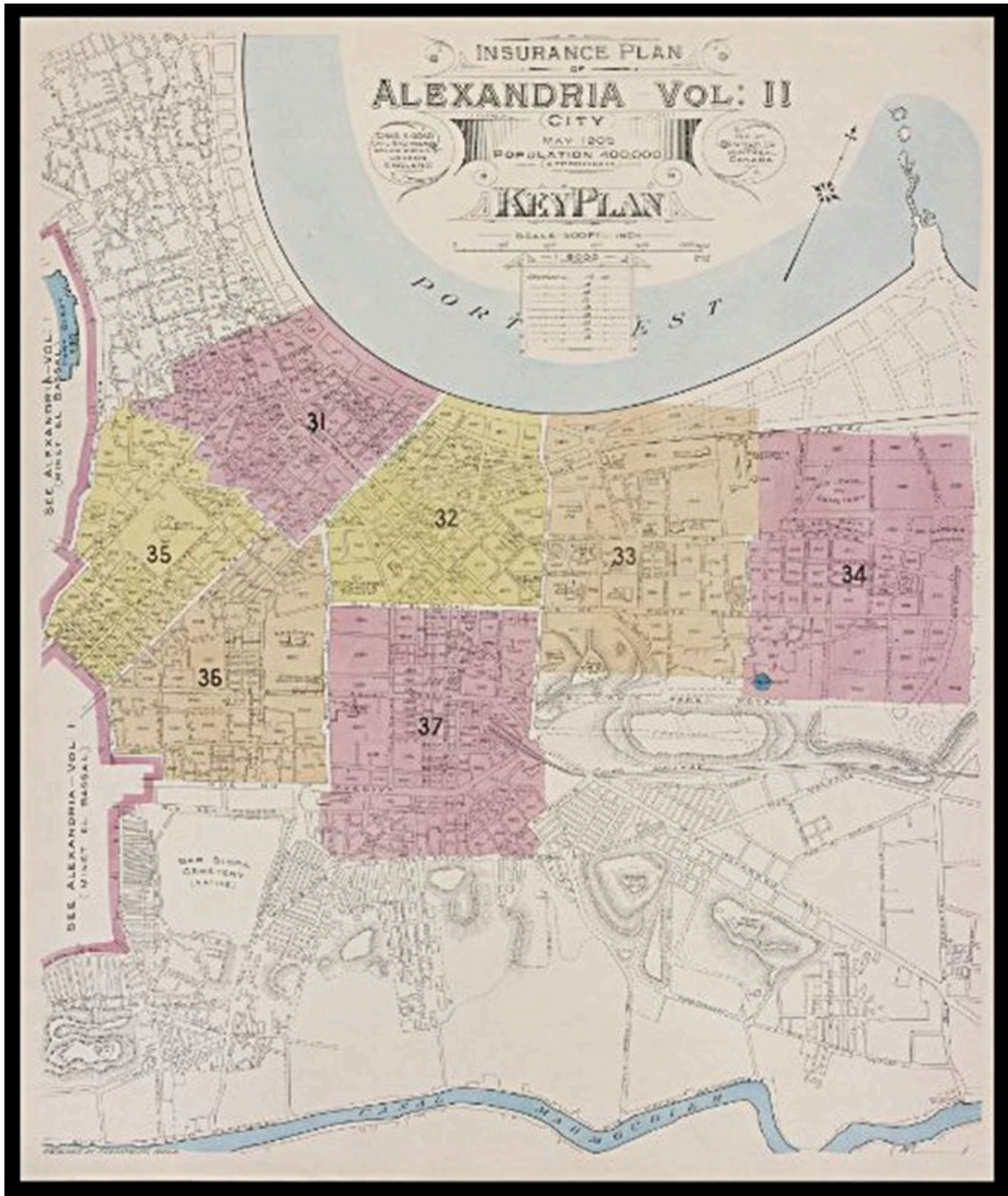


Figure 114. Alexandria Insurance Plan in 1905  
(Source: Harvard University Library Online)

Table 16. Port constructions: Cities, Projects, Contractors and Filled Area  
(Prepared by author according to article of Hastaoglu-Martinidis)

City	Port Project, Date	Contractor Company, Construction Date	Filled Land (ha)
<b>Alexandria</b>	West Port: Linant de Bellefonds, 1869 William Janvrin du Port, 1870.	<i>William Bruce Greenfield and Co</i> , London, 1870-80.	15
	East Port and Corniche: Leopold Dietrich and Archondaris	Municipality, Eduardo Almagia, 1901-7.	52,6 (4 km long)
<b>İzmir</b>	Polikarp Vitalis, 1868	<i>Société des Quais de Smyrne</i> , Dussaud Brothers (1868-75)	40 (3,5 km long)
<b>İstanbul</b>	Sirkeci ve Galata: Louis Barret, 1872; Hillarion Pascal, 1873; Alphonse Cingria, 1898.	<i>Société des Quais, Docks et Entrepots de Constantinople</i> , Marius Michel (1890-1900)	3
	Üsküdar, Haydarpaşa: Waldorp, 1900	<i>Société du Port de Haydarpacha</i> (The Subsidiary of Baghdad Railway Company), 1900-3.	13
<b>Beirut</b>	Austin, 1879; Auguste Stoecklin 1863; projected by Henri Garetta, 1889	<i>Compagnie impariele ottoman du port, des quais et des entrepots de Beyrouth</i> , 1887-95.	5-6
<b>Salonica</b>	Dock: Polikarp Vitalis, 1870.	<i>Société des Quais de Salonique</i> , 1870-82.	6,2 (1,6 km long)
	Port: Louis Barret, 1872; Hilarion Pascal, 1874; Jules Robert, 1897.	<i>Société Anonyme Ottomane du Port de Salonique</i> , Edmond Bartissol, 1897-1904	10
<b>Pire</b>	Edmond Quellenec, 1882; Frenc Public Works Committee, 1888; Edmond Quellenec, 1891-93.	Harbor Fund	17

Not only the construction of docks, but also the arrangement of public spaces, the construction of wide streets with a grid plan, the paving of the roads with stones, street lighting, the development of urban transportation networks, the introduction of tram and ferry services can be listed as the innovations after the industrial revolution that entered the Ottoman state. According to Gençer, these innovations have become the showcase of the city, and the creation of this showcase is the desire of both the central government and foreign merchants.<sup>268</sup> Correspondingly, in the 19th century, transportation investments took the place of the city walls that shaped the cities in the previous centuries.

In Table 16, primary harbor cities line up according to their project contractors with dates and filled land which is a specific issue for İzmir and also for others. Furthermore, after the Alexandria's West Port, it is seen that the port that is filled the most towards the sea is the İzmir port. Additionally, as it can be understood from the table, the first pier concession is taken from state and finished port city construction process has been completed is İzmir. It is important to add this information, Guarracino and Charnaud, who received the İzmir concession, are also present to obtain the concession of the first dock project for Salonica. It is not a coincidence that these entrepreneurs who can collect large amounts of tax for 25-30 years, apply for Salonica. In addition to planned income also it is a smaller scaled project compared to İzmir. In this wise, the following plans and sections contain the quay arrangement projects prepared for Salonica (Figure 115 and Figure 116) accessed in February 2020 at the State Archives of Presidency of the Republic of Türkiye-Ottoman Archive's records.<sup>269</sup> Because of its preparing date which is 1896, this proposal belongs to second renovation. \* Shaded sections are the part to be filled.

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<sup>268</sup> Gençer, Ceylan İrem. "19. Yüzyılda İzmir ve Selanik'te Kentsel Dönüşüm: Rihtım ve Limanların İnşası", Meltem İzmir Akdeniz Akademisi Dergisi, No:1, 2017, 34.

<sup>269</sup> Gençer, Ceylan İrem. "19. Yüzyılda İzmir ve Selanik'te Kentsel Dönüşüm: Rihtım ve Limanların İnşası", 39.

\* For more and detailed information please see Emiliano Bugatti's Phd thesis named "Metamorfosi Urbane Mediterranee. Salonico e Smirne: Costruzione e Ricostruzione Della Identita", Genova University, 2009.

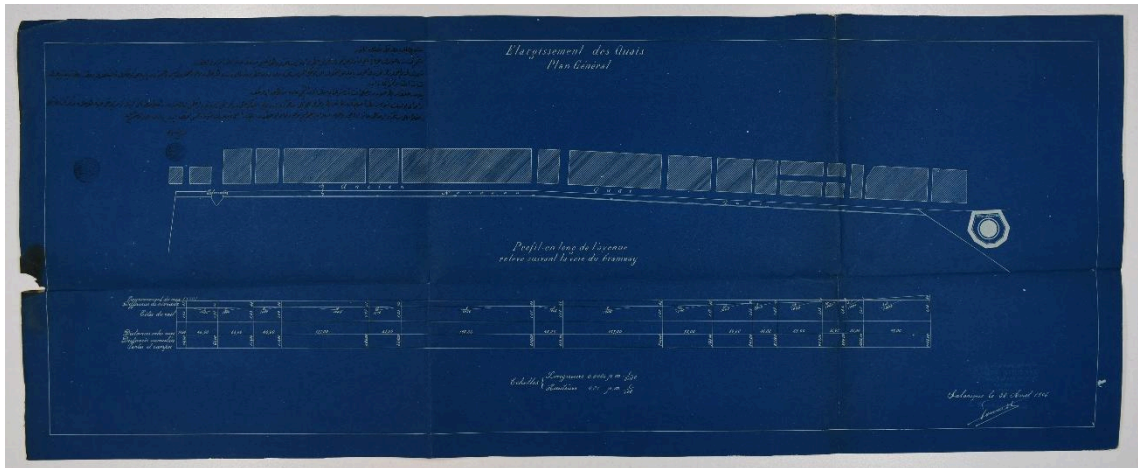


Figure 115. Plan of Pier in Salonica, 1896  
(Source: COA)

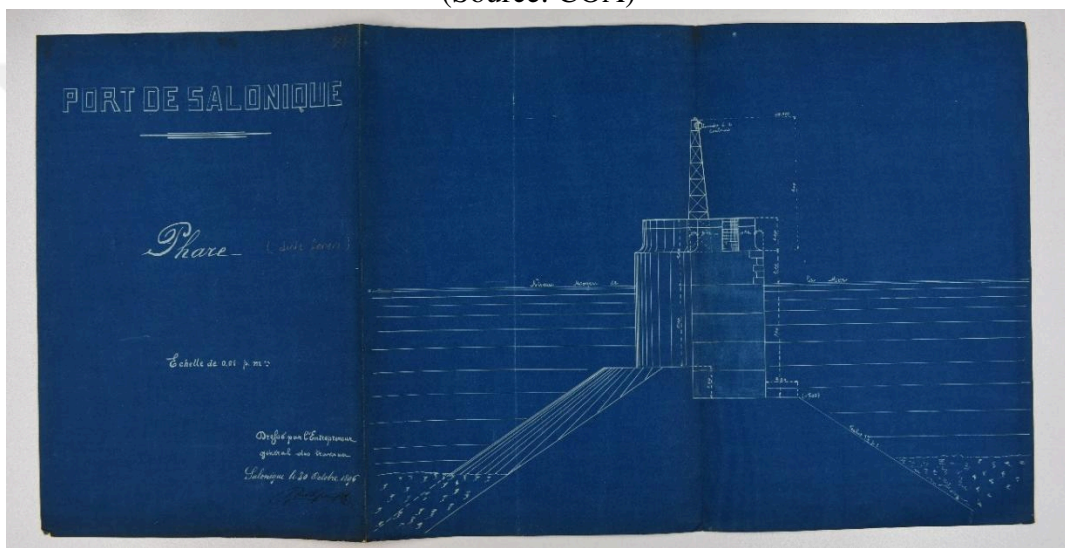


Figure 116: Section of Pier in Salonica, 1896  
(Source: COA)



Figure 117: A Postcard from Salonica  
(Source: SALT Research)

Ünlü assert that, in the 19th century, as in many Eastern Mediterranean port cities, the spatial development in İzmir was not based on any city plan.<sup>270</sup> In this context, the interventions are point-based, such as the construction of the filled waterfront at the renewed port area and in the area damaged by the fire or earthquake. Respectively, the Salonica waterfront and *Birinci Kordon* which are shaped according to the modernism of the period, and are very similar to each other (Figure 118). As such, the plan layout is organic depending on the historical development. In Figure 119, linear zone just in front of the sea somehow has regular layout comparing to rest of city.

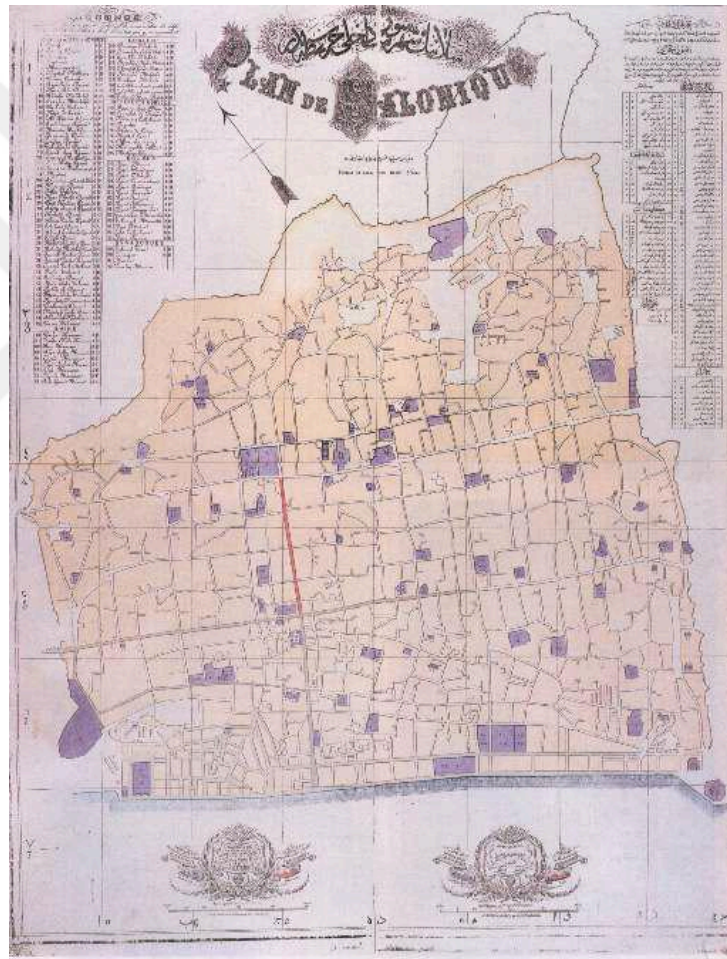


Figure 118. Plan of Salonica in 1880  
(Source: COA)

<sup>270</sup> Ünlü. “Modernleşme ve Doğu Akdeniz Liman Kentlerinde Planlama Pratikleri: İzmir ve Selanik Örnekleri Üzerinden Bir Değerlendirme”, 53.

From another point of view, as Ünlü states that studies on port cities within the borders of the Ottoman Empire, due to their uniqueness in every field in parallel with their diversity, are based on analyzing differences rather than generalizations.<sup>271</sup> In this wise, these cities are the points where local economic dynamics meet with world economic systems and relations are established with different networks. It should also be noted that it is a meeting point of different cultures.<sup>272</sup>

Notably, İzmir is a cosmopolitan city in every phase of its historic timeline and one of the significant ports of the Eastern Mediterranean region. Especially, starting from 18th century city played a vital role in the Ottoman overseas trade between Europe. 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, olive oil, soap and virgin mine 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 redistributors 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.

Hence, in 19th century semi-peripheral İzmir differentiated its contemporaries in modern by keeping its authentic city life and accompanying architecture. In particular, producing variations of a certain typology of residential architecture that all ethnical identities and all groups of income come to a mutual understanding Ottoman and Mediterranean because of having hybrid architecture and urban texture that created by all others in the city. Beginning from 17th century there are many actors of change in urban space as follows; European entrepreneurs, Ottoman merchants, Multinational contractors, Ottoman rulers, Ottoman land owners (*Ayan*). It is obvious that there was gifted relation of commerce depends on ethnicity and this relation directly reflects to the city.

As seen from the aerial photo, the connection between historic heart of commerce for İzmir which are *Kemeraltı* and *Frenk Street* and the sea is severed by the construction of the new port and redesigned waterfront. A new and modern linear city band enters between the old city and the port. This creates the port pattern of the city (Figure 118).

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<sup>271</sup> Ünlü. “Modernleşme ve Doğu Akdeniz Liman Kentlerinde Planlama Pratikleri: İzmir ve Selanik Örnekleri Üzerinden Bir Değerlendirme”, 41.

<sup>272</sup> Kolluoğlu and Toksöz, “Doğu Akdeniz’in Haritalanması: Ticaret Kentleri Kartografyasına Doğru”, 3.



Figure 119. Aerial Photo of İzmir harbor, 1920  
(Poulimenos Collection)



## CHAPTER 5

### CONCLUSION

The main argument of this inquiry is understanding transformation of harbor city aspect of mega form. In this respect, harbor is a physical space that relates with the sea directly besides it is a social space and is constructed out of the competition between the power groups that put order into waterfront through its regulations, institutions, investments and cosmopolitan community of İzmir who makes city alive. In terms of dynamics and structural interventions that shape (change and transform) the city, breaking points 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, has been transformed by central government interventions together with trade agreements and western initiatives, after becoming an international port. In this wise, according to conceptual and theoretical perspective of this dissertation, state, European entrepreneurs and all imperial subjects living in the city were holder of a right in shaping the port area of this semi-peripheral city, which experienced all the innovations brought by the 19th century almost together with Europe.

When the situation of being semi peripheral comes in the question, this inquiry dwells on world economy system. The world economy needs plurality of states and has an axial division of labor. In this wise, production of center-specific products is in partial monopolies, while there is competition in the production of peripheral products. The production of semi-peripheral products, on the other hand, consists of center-specific and almost equal distribution of the periphery. In the case of İzmir, it is possible to claim that it was the first city integrated into the world system, in the Ottoman state. Especially the invasion of European products in the Eastern Mediterranean market after the industrial revolution reinforces the role of İzmir in this system. The role of İzmir in this chain is considerably semi-peripheral because the balance of the raw material and processed product exported with the imported. Policies of semi-peripheral countries as well as their place in the division of labor are also special and play an important role in the functioning of the world system. Correspondingly, the city, which has a freer government control, is also a place where foreign investors invest more comfortably than other cities. However,

with the rapid spread of the economic and political power of industrialized Europe, the Ottoman Empire was dragged into a period of integration and exploitation, which was fully compatible with Wallerstein's peripherilisation model. Transformation further strengthened Westernization along with other meanings such as progress and modernization. However, the West has legitimized its overwhelming influence and pressure on the state, economy and society. As mentioned before, İzmir is the first city to experience all struggles and transformed. On the other hand, the city of Izmir preserved its cosmopolitan structure against all these changes until after the world war, and with its exceptional trade zone articulation, it also preserved its difference among the Mediterranean port cities of the period. The city, which always maintains its different position in the Ottoman Empire, differs from other Ottoman cities with its new parcellation system and socio-economic structure growing towards the sea.

While the Ottoman Empire lost its dominance in the Mediterranean trade among the land states that started to dominate the world economy after the city states, the port of Izmir preserves its semi-periphery position and importance due to its actors who have a say in the trade.

The scope of inquiry has been drawn as the 19th century which is a century of great change both for the world and İzmir. However, this limit is sometimes exceeded in material scale such as maps and photographs that support the study. Because the first building-scale map is dated to 1905 and aerial photographs are dated in 1920s. Besides, another reason why this date limit was drawn with the end of the century is the Great Fire of Izmir in 1922.

Post-fire planning studies also reconstruct the city, and the transformation undergoes a sharp break with new boulevards and plot regulations. Especially, the fact that the waterfront which is the case area was almost disappeared after fire.

The methodological approach of this dissertation grounded on urban morphological theories to explain transformation of harbor zone and mega form of İzmir. Maps, printed and visual media, postcards, and state records are obtained from archival researches about İzmir help to construct a systematic urban historical research by analyzing physical patterns, layouts and remarkable structures as individual. In parallel vein, the research conduct on urban history of a harbor city by making morphological analysis; firstly, determining breakpoints specify according to chronological order in the historical narration, secondly analyzing orderly ground plan relations, building fabric,

land and building use and lastly, the socio-economic and cultural reflections of the transformation are determined. As a consequence, it is important to underline that the development of the hybrid-built environment in İzmir is crucial for the holistic understanding of urban history of this cosmopolitan city.

In this manner, this inquiry discussed to answer research questions as mentioned before. In briefly and respectively, how the commercial center of the city was transformed, what are the new structures and how do they affect urban life, is it possible to have a new experience of publicity, what are the effects of Ottoman bureaucracy in urban transformation and spatial representations of the world economic system, how spatial transformation conducting İzmir's waterfront transformation with using typomorphological approach in terms of structural, social, economic and political and lastly, is it possible to seek and suggest a conceptual harbor reading.

When looking at this transformation, it is inevitable to go back in the history of İzmir. Correspondingly, we see İzmir as a unique city of the empire with its population and cosmopolitan structure, whose demography increased significantly especially in the 17th century. This İzmir which is the subject of even the poems of travelers whether they set foot in the city or not, is usually depicted with its view from the sea in city descriptions. Those who are not from the sea are also staged to encounter the city via the caravan route. Hereby, it is possible to understand that both of these ways to reach the city are the port and the caravan route, which emphasize the importance of the commercial identity of the city.

Correspondingly, İzmir is a cosmopolitan port-city in Mediterranean region that has important role all over the world trade. Since the beginning of its history the city emerges in commerce with its harbor accompanying as a node of caravan roads. At that point Kervan Köprüsü (Caravan Bridge) is significant limen for İzmir which creates a surplus flow between overseas and its hinterland. With the increasing volume of commercial and industrial transaction, ethnic population of İzmir became varied as Muslim, Greek, Frank, Jewish, Armenian and also new comers. Commercial and religious relations shaped city's demographic characteristic definite boundaries between neighborhoods. Ottoman's İzmir religious group working together, they tended to sit in the streets around the mosques, churches and synagogues in accordance with the Ottoman tradition. Additionally, separate commercial region connects and contacts all others with port.

From a different perspective, although Izmir is not the last stop that most travelers want to reach at the end of their journey, the purpose of the journey is to reach Izmir for the tradesmen who can find all the desired goods there. Since, Izmir made it possible to trade all kinds of goods that could be found from the empire and further eastern lands. Ultimately, the city became the most important port of the Ottoman Empire with its foreign trade volume in the 18th century. Although not included in the Ottoman subjects, the desire of the European representatives living together in Izmir as a commercial attache and the people of Izmir (Greek, Muslim, Jewish and Armenian subjects) who are divided into neighborhoods according to their religious groups, try to keep up with the demographic change that accompanied the commercial boom socially.

Because of applying contemporary attempts as renovation of harbor and construction of railways in 19th century Kervan Köprüsü lost its intersection point quality. In spite of World War I, İzmir preserved its port-city characteristic till The Great Fire of 1922. In this context, the new parcels that emerged due to the Levantines' dominance over the area extending from a single branch, especially on the coast of the port area, and the continuous filling of the sea, and the use of these areas by the Levant, clearly separated the Europeans dealing with trade and the position of the people of İzmir, who provided service to them, in the city. The developments accompanying trade that brought about changes in the mega-form of the city are the construction of the railway and the modernization of the port. *Frenk* Street, which is located close to the region where these innovations take place, has been spatialized to be a showcase parallel to the cosmopolitan structure of the city.

In that sense, dissertation examines İzmir as a harbor city by making evaluation of port aspect of historical and conceptual between the foundation of the harbor to the 19th century. However, the focus is on the 19th century harbor zone as exemplified below (Figure 120). The shaded area is waterfront and commercial center of city which faces directly to the sea and city at the back.

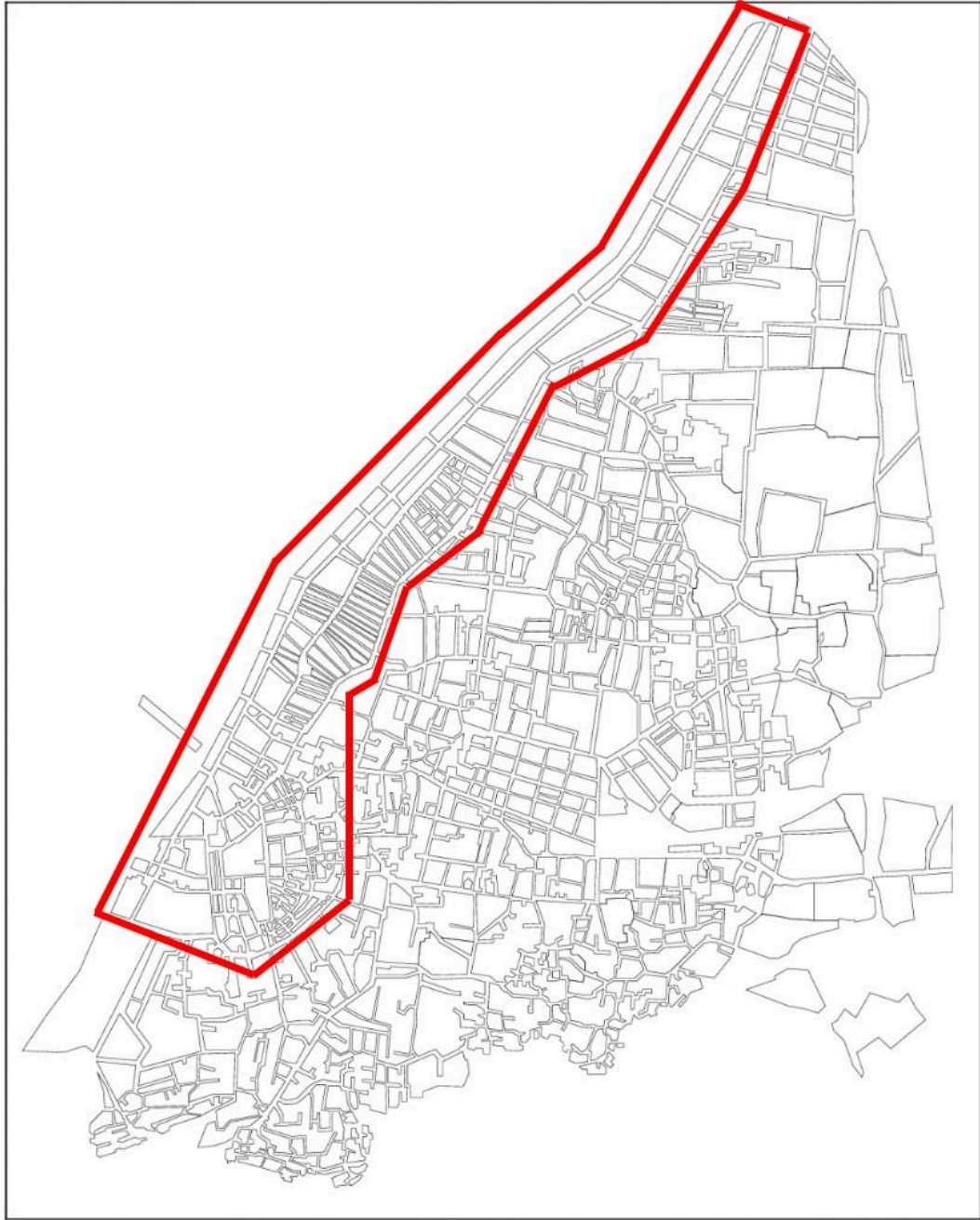


Figure 120. Harbor zone indicated İzmir Map  
(Produced by author combining maps of the 19<sup>th</sup> century)

In particular, the changing political, social and economic dynamics changed the power holders over the city in the 19th century according to the period and region, too. To give an example, urban investments of state in the late Ottoman period are located in the region close to *Kemeraltı* and *Kadifekale* regions, where Muslim subjects mostly reside. In addition to that, the Armenian quarter, which was badly damaged by the fire,

was also built by the state with modern techniques and in accordance with new planning approaches.

Furthermore, the authority is determined by its institutions by using architecture as main apparatus in order to represent itself in the important cities of the empire, in the first instance the capital, Istanbul. It should be underlined that the important cities mentioned are the trade and port cities that interact the most with Europe, and İzmir comes first.

Regarding these investments, constructing of barracks, administrative building, educational institution around a public space makes the very first planned public square of the city. While this square is situated close to the old commercial center of the city maintains its visual relationship with the sea, which is possible to say that the sea is the first stage of the city as a waterfront showcase according to this inquiry, it also gives the public the opportunity to experience a new spatiality. Moreover, this experience takes place in the administrative district of the city.

Hereby, clock tower as a landmark which is erected almost in the middle of the square in 1901, combined with the modern time tracking system added to the spatial experience, all subjects of empire that was equated with the *Tanzimat* edict was also modernized and united the time experience. It should also be added that this city square, which has been the region where trade has been placed at the most intense since the inner harbor was filled and created a buffer space between *Kemeraltı* which has grown organically in this historical process, and the new and regular waterfront of the 19th century. Even today, although the surrounding functions have changed with the republic, it is the largest and most heavily used square in the city center.

This inquiry discussed the *mega projects* of the city such as construction of railways, renovation of port and additionally new constructional attempts that were mainly built by the force of gradual infusion of modernization into city of İzmir. In this context, the transformation of the built environment experienced in İzmir due to the construction of ports, infrastructure, railways, auxiliary facilities (such as warehouses, lodgings, repair shops), direct loading and unloading facilities, stations, factories, urban tram lines can be observed especially in the urban fabric.

Moreover, the intervention in the settlements was not limited to the listed ones, hospitals, schools, clubs became a part of the political and social organization process of the regions for Eurocentric capitalism. The railways, port and additional civil and social

settlements owned by foreign capital also established physical connections with each other during their integration into the world economy, and as a result, the change in the built environment is observed on a closer scale in İzmir. In this regard, while İzmir has become a worldwide transportation center for raw materials and natural resources, there have been changes in the built environment and morphology of its hinterland, just like its own, with the careful selection of the railway route between the center and the territorial enclaves.

Correspondingly, it is possible to see the spatial representations of the entrance to the world economic system and their architectural counterparts, especially as a result of typo morphological analyses. With the Goad Insurance map, which is the first document drawn specifically for the building scale, all types of buildings in other port cities where economic integration is achieved, such as hotels, cafes, clubs, brasseries, cinemas and theaters, and offices of European branched companies can be seen. In this context, the thesis discusses the structures processed on the Goad Insurance map, especially in the analysis part, both in terms of their place in the tissue and in the scale of individual structure distribution.

Drawing the social panorama of the period is not as easy as drawing the economic or physical panorama. In fact, it is considerably difficult, because while the travelers who spend time in the port area are drawing a city of Izmir which has no difference from Paris and London on the other hand those who have the opportunity to enter the interior say that this partial European manifestation has disappeared immediately. If it is necessary to infer from the Ottoman subjects, although there are quite wealthy commissioners who works with Europeans, photos and postcards show that they are more involved in the service industry such as street vendors, porters mostly wear fez.

Furthermore, street demographics do not include female population. However, also women which are walking with their umbrellas at promenade find a place on waterfront photos and postcards are European, underlined by travelers. Certainly, there were rich and high-ranking İzmir residents who spent time at the waterfront. However, these exceptional cases are not enough to make different judgements about the general social structure of the city than Beyru or Atay who studied social life in İzmir before.

In addition, according to superimposed drawings of maps, urban borders of İzmir whose borders are only determined naturally (such as rivers, mountains) with the cadastral maps drawn at different times mostly by the state and almost with same projection to

different figures, exceed these borders. Moreover, the borders of the rural area expand as the urban density overflows into the countryside. The main purpose urban morphology discussion in this inquiry is to see how the İzmir port city which is differentiated among the Ottoman port cities responded to the new and modern initiatives that are the return of the world economic system.

In this wise, the reasons for the differentiation within the Eastern Mediterranean port cities have been tried to be sought by taking İzmir into the center of the discussion, both in relation to its physical and urban structure. Being a direct open sea port, considerable cosmopolitan population structure, the absence of an administration who is called with the title of *bey* or *pasha* between the 16<sup>th</sup> and 18<sup>th</sup> centuries, and the appointment of the manager to the city with the title of deputy governor and stay for a maximum of one year differentiates İzmir within its contemporaries. Due to being a Mediterranean city which also have common features between them, İzmir has a unique plan among these cities, which also have common features.

At the same time, being one of the first acquaintances of the empire with all the new and modern entertainment venues distinguishes the people of İzmir from the country people. In further studies examine meeting all those innovations discussed till now with a local perspective. Since the oriental diaries of the period were very popular almost every merchant, soldier, engineer, archaeologist, and etc. keep one and accessible today, this inquiry generally benefited from the records of foreign travelers.

This study can be further developed by implementing this new city conceptual port reading suggestion to other Eastern Mediterranean cities by analyzing their plan schema after completion of new harbor and auxiliary transportation projects. Although this conceptual reading does not claim to fit every Mediterranean city, it may be especially suitable for other Ottoman port cities that have direct contact with the sea. It is important to add that each city need to be examined before port construction with their architectural equipment and after, as author did for İzmir in this inquiry. Moreover, it is clear that this reading is seminal, even if it is quite specific to İzmir.

Additionally, from a different perspective, the analysis of the harbor zone as a case area can be further elongated through inner city with detailed research by examining the consulate records of different countries in order to trace neighborhoods on architectural scale. It is important to underline that cadastral records of Republic of



Türkiye can make difference when research is allowed that are not allowed to be investigated today, namely.

Within a broader perspective, evaluating transformation of İzmir's harbor zone in 19<sup>th</sup> century with all aspects as physical, economic, and social would contribute to the literature with a holistic research considering historical and economical breaks both approaching on city scale and building scale and proposing new city port model after comparing city with its contemporaries in Eastern Mediterranean region which are placed in more or less same context.



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İZMİR YÜKSEK TEKNOLOJİ ENSTİTÜSÜ, LİSANSÜSTÜ EĞİTİM ENSTİTÜSÜ'NE

20.01.2023 tarihinde ciltli ve dijital kopyası ile teslim ettiğim *Transformation of 19th Century İzmir's Harbor Zone and Its Urban Fabric via Morphological Approach* isimli doktora tezimin;

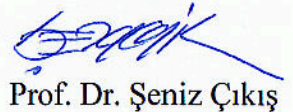
-*Table of Content* kısmında yer alan 'CHAPTER 2. \_URBAN MORPHOLOGY OF HARBOR CITIES FROM A METHODOLOGICAL PERSPECTIVE' altbaşlığında Urban kelimesi yanındaki alttan kısa çizginin ve 'CHAPTER 4. 153MORPHOLOGICAL TRANSFORMATION of İZMİR' altbaşlığındaki Morphological kelimesinin yanındaki 153 rakamının düzeltilmesi

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