

**TRANSFORMATION OF İSKENDERUN HISTORIC
URBAN FABRIC FROM MID 19TH CENTURY TO
THE END OF THE FRENCH MANDATE PERIOD**

**A Thesis Submitted to
the Graduate School of Engineering and Sciences of
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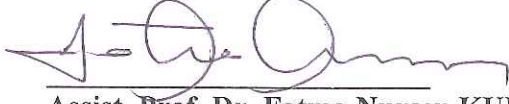
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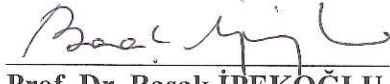
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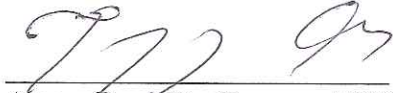
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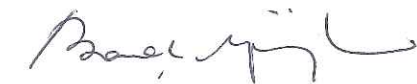
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ABSTRACT

TRANSFORMATION OF İSKENDERUN HISTORIC URBAN FABRIC FROM MID 19TH CENTURY TO THE END OF THE FRENCH MANDATE PERIOD

Alexandretta is the second largest district of Hatay province surrounded by the Mediterranean at the West and Syria at the East. Although it was founded around 400 BC, it has started to be urbanized and developed after the mid-19th century. The main reason of this improvement was the positive impacts of the Industrial Revolution on the Eastern Mediterranean port cities. This development process accelerated after the French Mandate period that is started after 1919.

This study aims to decipher chronological development and transformation process of the historical urban fabric of İskenderun. The study has been carried out by comparison of old maps and photographs chronologically, their correlation and combination with the information coming from the written sources. In addition to this, field studies have been carried out in order to understand the existence and condition of the cultural values formed the historical urban fabric.

The results of the study showed that the urban fabric has changed depending on the change of the administrative status, social and economic conditions in the transitional period from the Ottoman Empire to the French Mandate. Buildings have been constructed to meet the new need and the city has grown. The city had a rapid industrialization period between 1950 and 1980. The rapid population increase resulted with a dramatic destruction. However, there are still existing structures in the city. In order to reflect a certain time period, these buildings should be preserved.

ÖZET

İSKENDERUN TARİHİ KENT DOKUSUNUN 19. YÜZYIL ORTASINDAN FRANSIZ MANDASI DÖNEMİNİN SONUNA KADARKİ DÖNÜŞÜMÜ

İskenderun, Türkiye'nin en güneyinde, doğusunda Suriye, batısında Akdeniz bulunan Hatay ilinin en büyük ikinci ilçesidir. Milattan önce 4. yüzyılda kurulmuş olmasına rağmen, 19. yüzyılın ikinci yarısından itibaren kentleşmeye ve gelişmeye başlamıştır. Bu gelişimin ana sebebi Sanayi Devrimi'nin zamanla tüm dünyaya yayılmasının Doğu Akdeniz liman kentleri üzerindeki olumlu etkisidir. Bu gelişim; kentin 1919 yılında Fransız Mandasına girmesiyle artarak devam etmiştir.

Bu çalışma İskenderun tarihi kent dokusunun gelişim ve dönüşüm sürecini kronolojik olarak ortaya çıkarmayı amaçlamaktadır. Çalışma; eski haritaların ve fotoğrafların kronolojik olarak karşılaştırılması, korelasyonu ve yazılı literatürden gelen bilgiler ışığında yorumlanması şeklinde yürütülmüştür. Buna ek olarak tarihi kent dokusunu oluşturan değerlerin günümüzdeki mevcudiyetini ve durumunu anlamak üzere alan çalışmaları yapılmıştır.

Yapılan analizler göstermiştir ki Osmanlı döneminde Fransız Mandasına geçiş döneminde değişen idari statü, sosyal ve ekonomik koşullara bağlı olarak kent dokusu da değişmiştir. Yeni ihtiyaçlara cevap verecek yapılar yapılmış, kent planlı bir şekilde büyümüş, altyapı sorunları çözülmüştür. 1950 ve 1980 yılları arasında şehirde kurulan fabrikalarla hızlı bir endüstrileşme dönemi yaşanmıştır. Bu süreçte hızla artan nüfusa bağlı olarak tarihi dokuda büyük bir yıkım ortaya çıkmıştır. Ancak kentte hala mevcut olan yapılar da vardır. Belirli bir dönemi yansıtılmaları açısından bu binaların korunması gerekmektedir.

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CHAPTER 1

INTRODUCTION

İskenderun and its surrounding have been hosted many civilizations since their foundation in antiquity. Nevertheless, due to its marshy land characteristics and its proximity to several other ports in eastern mediterranean region through the history, the city could not be developed for centuries. After 16th century thanks to its safe port and its location as a transition point connecting the Middle East to Anatolia and Europe İskenderun comes into prominence with commercial activities. But the city could not be developed until mid-19th century.

Starting from the second half of 19th century and especially during the French Mandate period the city experienced a rapid development and transformation process. Intense construction activities took place in this period not only embracing different types of building serving for new arisen necessities of the city, but also planning decisions and implementations in urban scale. In addition to this, the city continued to change after the Mandate period. This change did not take place only as the expansion of the town border but also within the city center. Accordingly, there has been a big change and destruction in the historical urban fabric and the built environment. However, it is still possible to trace the urban development implementations as well as buildings constructed in this period to some extent.

Besides the historical and political studies related to the city, many studies have been carried out in the field of geology and aquaculture. Nevertheless, studies in the field of architecture and conservation are very limited. The implementations and buildings that are made after mid 19th century and during Mandate period, have not been subject of any study yet although they are under threat of extinction. In this regard, this study is important in terms of revealing and documenting the urban implementations that were made in the mentioned period or traces of them. Thereby, it is thought that this study will provide an insight to the scholars working in this field.

1.1. The Aim and Scope

The aim of this study is to decipher the chronological transformation process of historical urban fabric of İskenderun. The thesis focuses on the period between mid 19th century when urban development started and end of French Mandate Period (1939) when intense planning activities took place. With this aim, the study intends to answer the followings questions:

- How the city is transformed/changed from mid 19th century to the end of French Mandate (1939)?
- What kind of urban planning implementations carried out in terms of street, infrastructure facilities, built-up areas, open areas, transportation network?
- Does today's İskenderun still represents the traces and the evidences of these implementations? If so, to what extend?

1.2. The Method and Content

Although founded during 4th century BC., İskenderun remained as a small settlement until mid-19th century. One of the reasons for the development of the city after this date is the positive effect of the Industrial Revolution on the ports of the Eastern Mediterranean. The need for raw materials increased with the development of industry, and these needs were met from the Middle East countries. Thus, the Eastern Mediterranean region port cities which provided trading opportunity between the Middle East and Europe, began to develop. Another reason is the rebellion of Mehmet Ali Pasha and his domination in the region between 1832 and 1841. The strategic importance of the region was understood by the Ottoman State and iremarknvestments were made after the rivalry between the Ottoman Government and Mehmet Ali Pasha. The city, witnessed the developments under Ottoman rule until 1919, experienced another breaking point with the beginning of the French Mandate period. During this period, which continued until 1939, many changes and developments came into existence related with the change of administrative status as well as social and economic conditions. This thesis focuses on this period, from mid-19th century to the end of French Mandate, due to above mentioned changes and developments that the city experienced.

Urban pattern analyses have been carried out by chronological comparison and correlation of maps. The old photographs and literature sources are also utilized. Besides, field surveys has been carried out and the recent maps have been used in order to reveal the trace of the historic urban fabric in today's İskenderun. Within the scope of the field surveys; the buildings, open/green areas and streets that are known to be implemented during the case study period are traced and existence of them are deciphered in today's İskenderun. The condition of existing ones are clarified.

The examination on the recent maps has been made between the El Naher (today's Tayfur Sökmen) and Phare (today's İsmet İnönü) streets which form the border of town in Mandate period and in the port-railway region. Main topics such as Streets, Infrastructure Facilities, Built-up Areas, Open-Green Areas and Transportation Networks have been examined in order to understand the urban fabric.

The study is composed of 5 chapters. In the first chapter the aim and scope, the method and the sources of the study are introduced. In the second chapter, the general characteristics of İskenderun such as its location, geographical characteristics, population, social condition, business and economic life are presented. In the third chapter, firstly the historical background of İskenderun is clarified, then the transformation of historic urban fabric is examined with emphasis on the period starting from the mid-19th century to the end of Mandate. At the end of this chapter the evaluation about the transformation of historical urban fabric is presented. The evaluation is done by comparing the urban fabric of Ottoman and Mandate period in the light of available data. In the fourth chapter, urban implementations and constructions carried out during Ottoman and Mandate periods are traced in today's İskenderun. The surviving and lost characteristics are revealed. In the fifth and last chapter the conclusion of the study is presented.

1.2.1. Sources of the Study

The main sources utilized in this study can be categorized under two headings as; visual and written. Each source is explained in detail below giving the information on its date, preparation reason, donor and the content of information derived.

1.2.1.1. Visual-Cartographic Sources

Visual and cartographic sources are examined under the headings of old photographs, old maps, aerial photographs, and technical drawings.

1.2.1.1.1. Old Maps

The maps dating to the Ottoman and French Mandate period were obtained from national and personal archives. In addition to providing information on the marsh areas, they give an opportunity to understand the streets, road networks, open and built-up areas of the city in Ottoman and French Mandate Period. It has been possible to understand the development of urban texture by comparative analysis of these maps. The maps are chronologically explained below;

- The map dated 1851: It is obtained from General Directorate of State Archive of Prime Ministry. 1851 map is drawn by Ferhat Paşa to be used in drying works of marsh¹. It gives detailed information about the channels to be constructed for drying the marshes. Thus the information about built environment, street pattern, open/green areas, transportation activities is limited (Figure 1.1).



Figure 1.1. 1851 dated map
(Source: BOA.İ.DH.244.14880)

¹ BOA.İ.DH.244.14880

- The map dated 1872: It is obtained from General Directorate of State Archive of PrimeMinistry. It was drawn by Miralay Tahir Bey². This is also drawn to show the channels to be constructed for drying the marshes. The information about built environment, street pattern, open/green areas, transportation activities is limited like 1851map (Figure 1.2).



Figure 1.2. 1872 dated map
(Source: BOA,ŞD.2212.74.20)

- The map dated 1896: It is obtained from General Directorate of State Archive of Prime Ministry. It was drawn by the marsh drying commission which was established by Monsieur Charles³. The map gives information not only about the marsh areas and the canals to be constructed for drying the marshes, but also about the street pattern and built-up areas (Figure 1.3).

- The map dated 1916: It is obtained from National Library of Turkey.⁴ It is not known for what purpose and by whom the map named İskenderun or Alexandretta Bay was prepared. This map gives information about the street pattern, built-up areas, the monumental buildings and industrial constructions at the seaside (Figure 1.4).

- The map of Ottoman State roads⁵ is obtained from from General Directorate of State Archive of Prime Ministry. There is no information about the date and maker of the map. This map shows the highways built during the Ottoman period in Anatolia and the Middle East (Figure 1.5).

² BOA,ŞD.2212.74.20

³ BOA,ŞD.2234.27.03

⁴ Hrt 1994 D 859, National Library of Turkey, Ankara

⁵ BOA.HRT.0379



Figure 1.3. 1896 dated map
(Source: BOA.ŞD.2234.27.03)



Figure 1.4. İskenderun or Alexandretta bay,
(Source: Hrt 1994 D 859, National Library of Turkey)



Figure 1.5. The map of Ottoman State roads
(Source: BOA.HRT.0379)

- The Cadastral maps dated 1928: They are obtained from Hüseyin Kanbolat private archive⁶. These maps in different scale (1/500, 1/1000 and 1/5000) are united in same scale via Photoshop Program (Figure 1.6). These maps were drawn in 1928 with the decision made by the “Comission de delimitation” (Boundary Commission) in 1926. Director of Cadastral Studies is M.C. Duraffourd and the Chief is Mr. Dore. These detailed maps give information about the street pattern, lot and block boundaries, built environment, open/green areas, monumental buildings, and transportation networks.



Figure 1.6. Examples of 1/500 scaled non-merged maps
(Source: Kanbolat Archive)

⁶ Hüseyin Kanbolat is a geomatic engineer and collector of the old maps, who was born in İskenderun.



Figure 1.7. 1928 dated merged map

(Source: redrawn by the author on the maps that are taken from Kanbolat archive)

- So called 1932 dated map: It is taken from French Institute of Anatolian Studies⁷. It is observed that the customs building which is demolished in 1924, is included in this map. Accordingly, although the preparation date is mentioned as 1932 in the archive, the map must be illustrating the years, between 1919 and 1924 indeed. This map

⁷ “Alexandretta” IFEA (French Institute of Anatolian Studies) Map Archives, Accessed November 11, 2018. <http://map-archivis.ifea-istanbul.net/s/tr/item?search=alexandrette>

gives information about the street pattern, lot boundaries, and monumental buildings (Figure 1.8).

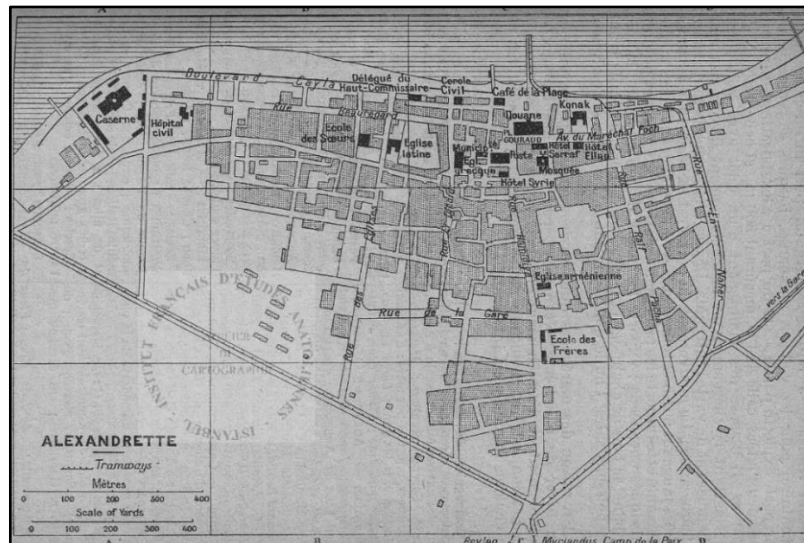


Figure 1.8. Alexandrette in Mandate period
(Source: French Institute, “Alexandrette.”)

- The development plan dated 1982: It is obtained from İskenderun Municipality. This map is important to understand the existence of the buildings, streets and open/green areas constructed in Ottoman and Mandate period in 1982 (Figure 1.9).

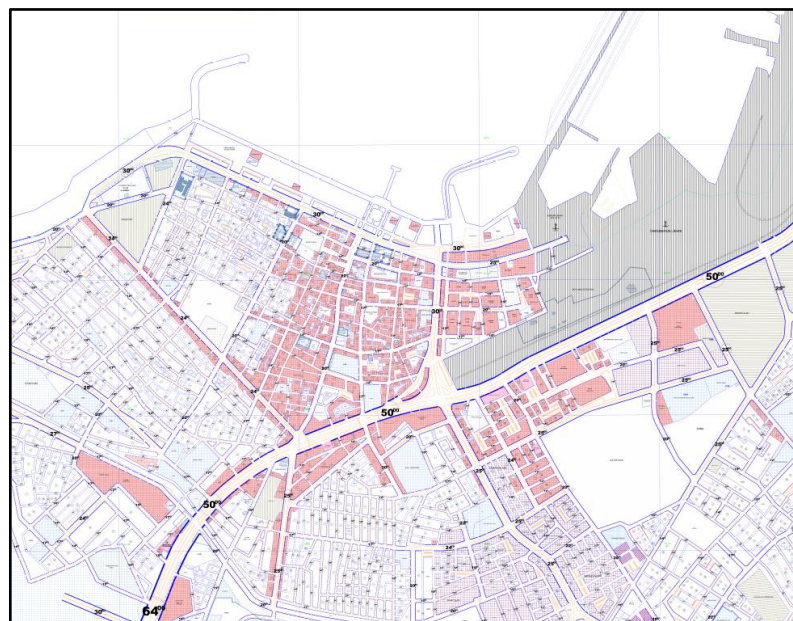


Figure 1.9. 1982 dated developmet plan
(Source: İskenderun Municipality, 1982 map)

- İskenderun basic plan dated 2012: It is obtained from İskenderun Municipality. This map is important to understand the existence of the buildings, streets and open/green areas constructed in Ottoman and Mandate period in today's İskenderun (Figure 1.10).

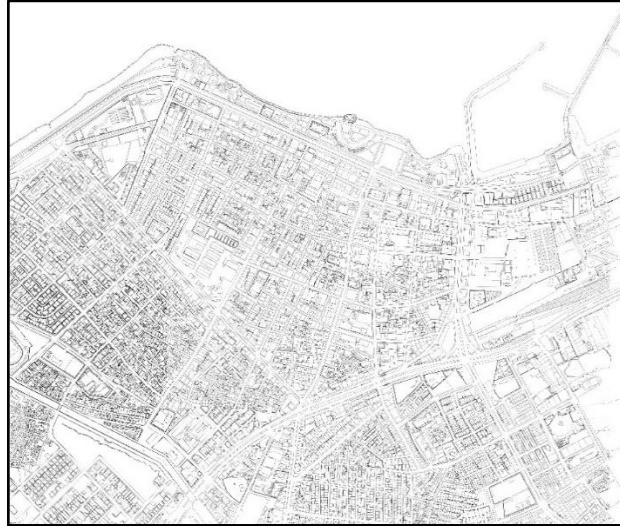


Figure 1.10. 2012 dated basic plan
(Source: İskenderun Municipality, 2012 map)

- The development plan dated 2013: It is obtained from İskenderun Municipality. Like 2012 map, this map is important to understand the existence of the buildings, streets and open/green areas constructed in Ottoman and Mandate period in today's İskenderun (Figure 1.11).



Figure 1.11. 2013 dated development plan
(Source: İskenderun Municipality, 2013 map)

1.2.1.1.2. Old Photographs and Postcards

Other visual sources used in this research are old photographs. Rich photo collection is found from various sources mainly of brochures and personel archives. These sources give information especially about characteristic of open and built-up areas of the old city. The photographs allow us not only to depict places that do not exist in the city, but also to see the original forms of the buildings that exist today. Although quite a rich number of photos are reached, their dates are not known. The photo archives used within this study are:

- Orlando Carlo Calumeno⁸ photo archive: It is published by Osman Köker in the book named Antakya, İskenderun ve Musa Dağı Ermenileri, in 2014.
- Mehmet Mursaloğlu⁹ photo archive: It is published by İskenderun Municipality as a booklet in 2000.
- Erol Makzume photo archive: It is available online¹⁰.
- Levantine Heritage Foundation's photo archive¹¹: It is available online.

1.2.1.1.3. Aerial Photographs

Aerial photographs were obtain from Huseyin Kanbolat archive and give information about the urban texture by comparing it with the maps of the same period. Although the date of the photographs are not known exactly, it is known that they belong to the period of French Mandate. There are 4 pieces of photographs contain the port area, the railway area, and around the Palace of Justice and the Government house.

⁸ Orlando Carlo Calumeno is a collector, who does not focus exclusively on Alexandretta. He has the largest collection of Ottoman postcards in the world. Calumeno continues to be an independent board member of Duran- Doğan Printing and Packaging Company and since 2007, he served as CFO of Net Group CFO (<https://www.birzamanlaryayincilik.com/yazar-bilgi/orlando-carlo-calumeno-114>).

⁹ Mehmet Mursaloğlu is a collector focus on Alexandretta and school manager who live in İskenderun. He is a descendant of Tayfur Sökmen who is president and founder of the Hatay Republic. Mehmet Mursaloğlu, Zaman İçerisinde İskenderun (Hatay: İskenderun Belediyesi Kültür Yayınları, 2000)

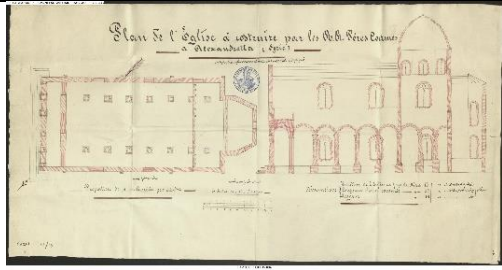
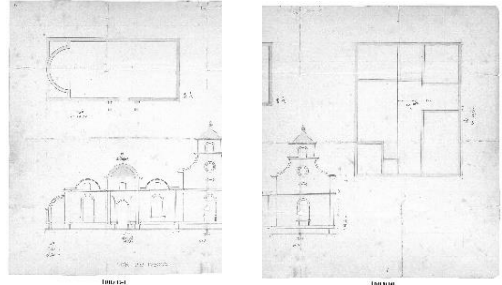
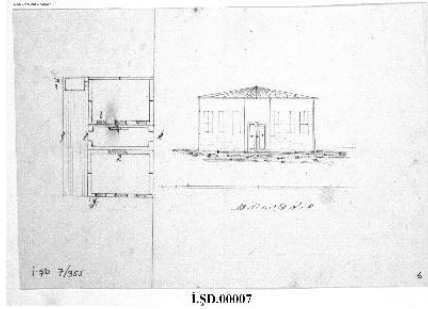
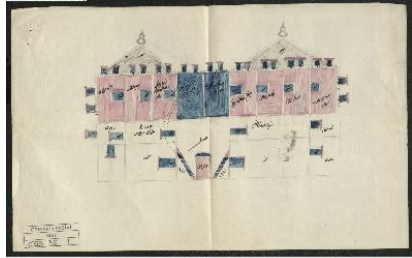
¹⁰ Erol Makzume is defined himself as a collector and started researching the subject of 19th century orientalist traveller painters visiting the Ottoman Empire. http://erolmakzume.com/wp/?page_id=3055

¹¹ "The Levantine Heritage Foundation is an association which promotes research, preservation and education in the heritage, arts and culture of the communities of the Levant region encompassed by the former Ottoman Empire between the 17th and 20th centuries."
<http://www.levantineheritage.com/alexandretta.htm>

1.2.1.1.4. Technical Drawings

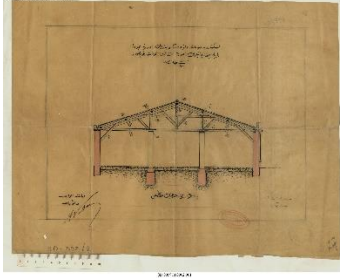

The plans and sections of several buildings which are taken from the General Directorate of State Archive of Prime Ministry provided us to obtain detailed information about these structures. These technical drawings are found are:

Table 1. 1. Table of technical drawings

SOURCE	BUILDING	DRAWINGS
BOA. İ.AZN. 23/19	Italian Catholic Church	
BOA.İ.DH.1141/89009	Greek Yorgi Church	
BOA. İ.ŞD.7/355	Quarantine Building	
BOA. MVL.1059/95	Telegraph Office	

(cont. on next page)

Table 1. 2. (cont.)

BOA.ŞD.597/2	Customs Warehouse	
BOA.İ.DFE.13/12	Barracks land and Licorice Factory	

1.2.1.2. Written Sources

Written sources are examined under the headings of travellers and memoirs, guide book, and literature sources.

1.2.1.2.1. Travelers and Memoirs

Since Iskenderun is a port city on the trade routes, it has always been a stopover point for travellers who either travel from Europe to the Middle East or visited only İskenderun. Notes and memoirs constitute an important part of the written sources about the settlement. They give information about the social, cultural and spatial characteristic of the city, beside some of them include visual materials.

- Globally known Piri Reis, who lived between 1470 and 1554, has a map of the İskenderun gulf with an explanation of İskenderun and Ayas shores in his book *Kitab-ı Bahriye*¹².

- The worldwide known traveler Jean Babtiste Tavernier who was born in Paris in 1605, came to town in 1638. During the Paris Isfahan trip, he first traveled from

¹²Piri Reis, “Kitâb-ı Bahriye”, ed. Bülent Özükan (İstanbul: Boyut Yayıncılık, 2013) 316-317.

Marseilles to Iskenderun by ship. The notes taken during the trip are edited by Stefanos Yerasimos and translated by Teoman Tunçdoğın in 2006¹³.



Figure 1.12. The gulf of İskenderun in 16th century
(Source: Reis, Kitab-ı Bahriye, 316)

- The worldwide known traveler Jean Babtiste Tavernier who was born in Paris in 1605, came to town in 1638. During the Paris Isfahan trip, he first traveled from Marseilles to Iskenderun by ship. The notes taken during the trip are edited by Stefanos Yerasimos and translated by Teoman Tunçdoğın in 2006¹⁴.

- The notes of Evliya Çelebi who come to the city in 1648 is another source which helps to understand İskenderun in the 17th century¹⁵.

- Şerafeddin Mağmumi, who came to the city towards the end of the 19th century was an Ottoman intellectual born in İstanbul in the 1860s. He was a medical doctor during the reign of Sultan Abdulhamit II and served as a doctor during wars. He charged with important responsibilities in the foundation of İttihat ve Terakki (Union and Progress). The memoirs about the cities that he visited was published as a book, named “Bir Osmanlı Doktoru’nun Anıları: Yüzyıl Önce Anadolu ve Suriye” and translated by Cahit Kayra¹⁶. Mağmumi visited many Anatolian cities and gave very detailed information about some of them. However, the information given about the city of Iskenderun is very limited.

¹³ Jean Babtiste Tavernier, “Tavernier Seyehatamesi” ed. Stephan Yerasimos, trans. Teoman Tunçdoğın. (İstanbul, Kitap Yayınevi, 2006), 165-167.

¹⁴ Jean Babtiste Tavernier, “Tavernier Seyehatamesi” ed. Stephan Yerasimos, trans. Teoman Tunçdoğın. (İstanbul, Kitap Yayınevi, 2006), 165-167.

¹⁵ Evliya Çelebi, “Seyahatneme,” ed. İsmet Parmaksızođlu (Ankara, Kùltür ve Turizm Bakanlıđı Yayınları, 1982), 13-15.

¹⁶ Şerafeddin Mağmumi, Bir Osmanlı Doktoru'nun Anıları: Yüzyıl Önce Anadolu ve Suriye, trans. Cahit Kayra, (İstanbul, Bùke Yayınları, 2001), 238-240

- Ahmed Şerif, who came to the city during the 1910-11 Mersin-Adana-Konya trip, is the editor of the Tanin newspaper in Anatolia. The newspapers describe the economic, political, and sovereignty of the Ottoman lands. In this regard, this source presents a different viewpoint from other sources that mainly consider the physical characteristic. This documents published by Mehmet Çetin Börekçi¹⁷.

1.2.1.2.2. Guide Book

The maps and notes found in the book of Paul Jacquot¹⁸, Antioche centre de tourisme, dated 1931 is another sources that give information about the important places, social-cultural life and income sources of the city.

1.2.1.2.3. Literature Sources

Various literature sources are used within the scope of this study. These sources are given in the bibliography. Some sources that are mainly composed of thesis, provide rich information for this study. These are;

- Naim Ürkmez's Phd thesis¹⁹ : Documents revealed by the author, as the result of his studies in the Directorate of Ottoman Archive, are translated into Turkish. The history department thesis is a helpful source to understand the urban activities in the city of İskenderun during the Ottoman period.

- Ümit Fırat Açıkgöz's master thesis²⁰: It gives information about the author's research at Centre of Diplomatic Archives in Nantes in France, and reveals some important documents. These are the sources of the French Mandate period used in the research.

- Mert Sandalcı's article²¹: It is an important sources for the study. The map of 1901 which is originally found in IRCICA archive, is utilized from this article.

¹⁷ Ahmet Şerif, Anadolu'da Tanin, ed. Mehmed Çetin Börekçi (Ankara, Türk Tarik Kurumu Basımevi, Volume.I, 1999), 141-143.

¹⁸ Paul Jacquot is a professor at L'ecole Française d'Ingenieurs School. Paul Jacquot, Antioche Centre du Tourisme, (Antioch, Comite'de Torisme d'Antioche, 1931)

¹⁹ Naim Ürkmez, "Tanzimat'tan I. Dünya Savaşı'na İskenderun" (Phd diss, Atatürk University, 2012)

²⁰ Umit Fırat Açıkgöz, "A Case in French Colonial Politics of Architecture and Urbanism: Antioch and Alexandretta During the Mandate" (Master's thesis, METU, 2008)

²¹ Mert Sandalcı "İskenderun Dekovil Hattı" Osmanlı Bilimi Araştırmaları 6, no.2, (2005): 296.



Figure 1.13. 1901 dated map (Source: The original copy is found in Ircica archive as cited in Sandalci, "İskenderun Dekovil Hattı," 296)

Although there is a wide variety of sources obtained within the scope of the study, their scope is very limited. Travelers' notes do not provide detailed information about the city. Date information is not included in most of the photos obtained. The names of some monumental buildings which have an important place in the city, street names and squares were not mentioned on the Ottoman maps. The Mandate Period visual sources, especially the maps, are richer. On the other hand, written information about the Ottoman period is wider. No written documents in General Directorate of State Archive of Prime Ministry or other local archives could be reached regarding the Mandate period. On the other hand, this study showed that some written source are not reliable when compared to visual and other literature sources. Thus, the validity and the reliability of each source is also questioned by comparing them.

CHAPTER 2

CHARACTERISTICS OF İSKENDERUN

2.1. Location

İskenderun is a district of Hatay province, which is the southernmost city of Turkey. The surface area of Iskenderun which is located on the foothills of the Nur Mountains, is 759 km². It is located at 36°,35',12. 7104" North and 36°,10',21. 2484" east coordinates ²².

The Mediterranean Sea to the west, the Erzin plain to the north, the Iskenderun plain to the south and the Amanos mountains to the east limit the Iskenderun urban settlement²³. There is a industrial area consisting of factories and organized industrial zone in the area between Erzin plain and urban settlement (Figure 2.1).

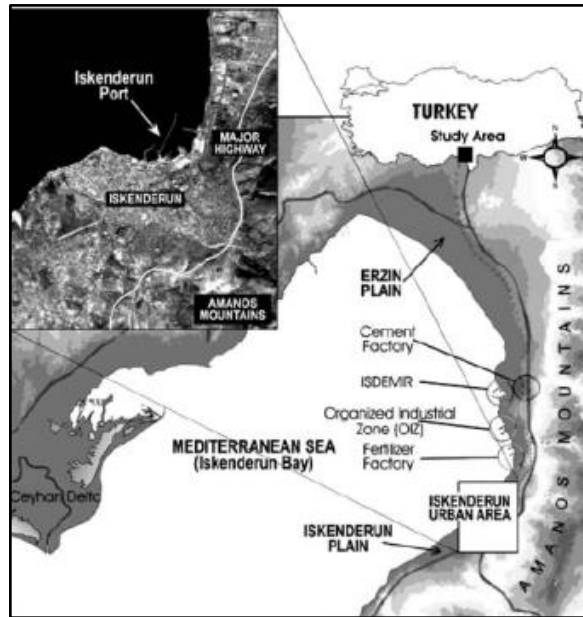


Figure 2.1. Location of İskenderun and its surroundings

(Source: Doygun and Alphan, "Monitoring Urbanization," 147.)

²² İskenderun Belediyesi Strateji Geliştirme Müdürlüğü, 2015-2019 Strateji Planı (İskenderun), 13, <http://www.iskenderun.bel.tr/images/icerik/raporlar/2015-2019sp.pdf>

²³ Hakan Doygun and Hakan Alphan, "Monitoring Urbanization of İskenderun , Turkey and its Negative İmlicating," Environmental Monitoring and Assessment 114 (2016):146, DOI: 10.1007/s10661-006-2524-0

Transportation to İskenderun by road, rail, airway and by sea is possible. While there are various means of transportation to out-of-city, only the road transport is available in the city. Arsuz, Belen, Kırıkhan and Payas are the neighboring districts. The transportation to these districts is provided also by road.

There are two inter-city highway connection to İskenderun, the first is the TEM motorway to Mersin-Adana-İskenderun. Adana-İskenderun-Hatay state road is the second highway connection. This road passes through Dörtyol and reaches İskenderun, where it is connected to the Amik Plain by Belen Pass (Figure 2.2).

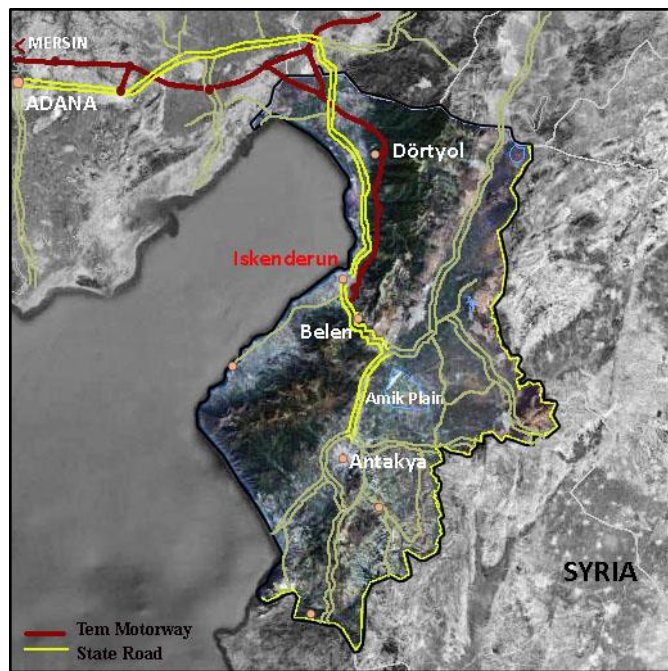


Figure 2.2. Highway connectin of İskenderun
(Source: earthgoogle, “İskenderun.”)

Railway transportation is provided by the Toprakkale İskenderun line, which was built in 1913. There are daily two round-trip train services to Toprakkale, Adana and Mersin.

Marine transportation enables international connection. The modern port, which was built during French Mandate period, was renewed during the Republic and is still in use today. İskenderun port, which has been a connection point between the Middle East and Europe for centuries, still continues this mission today. The port is divided into two as domestic and international lines. Goods arriving by sea are transported to their destinations via rail and road networks.

The other way of transportation that provides international transportation is the airline. Hatay Airport, 30 km away from İskenderun, was opened in 2007. There are direct flights to Istanbul, Ankara, Izmir, Turkish Republic of Northern Cyprus and Germany. Adana Şakirpaşa Airport which is located 150 km. away can be used for transportation to other cities²⁴.

2.2. Population

According to the first census after the annexion (1940), the population of Iskenderun was 11,859. After the 1940's, the extension of Anatolian railways to Eastern Anatolia expanded the hinterland of Iskenderun Port. The population of the city reached 18,612 in the 1945 census, and in 1950 it exceeded 20,000. After World War II, Iskenderun remained a few years as the third largest port after Istanbul and Izmir²⁵. This development in the port and its surroundings has caused the increase in the population of the city due to the influence of the factories established in the region. Besides, the rapid industrialization movement that took place between 1950-1980 resulted with migration of rural population to the city for better job opportunities. While the rural population increased 156% between 1950 and 1980, the urban population increased by 445% (Table 2.1).

Table 2.1. Population alteration between 1950 and 1980

(Source: Yurt Encyclopedia, Hatay (1982), 3344)

İskenderun	1950	1960	1970	1980
City	22.872	62.061	79.297	124.824
Rural	33.172	43.281	55.408	84.991

Today, İskenderun is the second largest district of Hatay. Although the population has declined after Arsuz was separated and became a district in 2012, Iskenderun still

²⁴ İskenderun Municipality Strategy Development Directorate, 2015-2019 Strategy Plan, 14

²⁵ Metin Tuncel, "İskenderun," (Turkiye Diyanet Foundation, Encyclopedia of Islam volume :22, 2000), 581

maintains this characteristic. The population, which was 318,780 in the 2012 census, fell to 219,155 with separation of Arsuz²⁶. As of 2017, this value increased to 247,220²⁷.

2.3. Geography and Climate

The main elements of geographical character are the Gulf of Iskenderun, the coastal mountains and the Amik-Karasu hollow. The Belen pass is almost the only pass of the Amanos Mountains which is a serious obstacle to the transition between South Anatolia and Syria, rising from the Iskenderun Gulf on one side and the Amik Plain on the other. It is possible to proceed towards the east of Syria and Mesopotamia via the old historical road up to Iskenderun²⁸ (Figure 2.3).

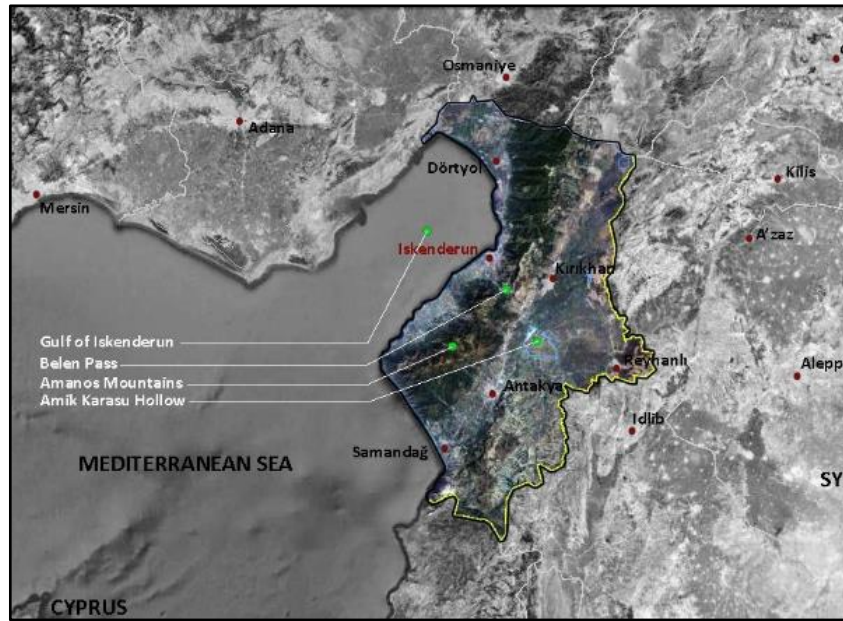


Figure 2.3. Geographical characteristics of İskenderun region
(Source: earthgoogle, “İskenderun.”)

Since the city is surrounded by mountains, air circulation is very low and the wind usually blows from southeast to southwest. Therefore, İskenderun is one of the hottest

²⁶ Turkish Statistical Institute, Seçilmiş Göstergelerle Hatay 2012, (Türkiye İstatistik Kurumu Matbaası, 2013),88; Turkish Statistical Institute, Seçilmiş Göstergelerle Hatay 2013, (Türkiye İstatistik Kurumu Matbaası, 2014), 97

²⁷ Iskenderun Chamber of Commerce and Industry, 2017 Economy Report, (Ekol Ofset Matbaacılık, İskenderun), 24

²⁸ Hamit Pehlivanlı, Yusuf Sarınoy and Hüsamettin Yıldırım, Türk Dış Politikasında Hatay (1918-1939) (İstanbul, Asam Publications, (2001), 13-14

region in Turkey. Iskenderun is almost at the sea level, even some places under this level and surrounded by mountains in the bay .The surrounding area causes the humidity to remain high throughout the year²⁹. In fact, until the French Mandate, the city was marshed because of this geographical features and was exposed to many epidemics for centuries.

Iskenderun Bay does not have a mountainy character and the west side of the Bay is covered by river deltas, lagoons and coastal plains. But, the Amanos Mountain is an area in the southeast of the bay where the altitude increases. There is one small bay in the area, Yumurtalık Bay, and five lagoons named as Çamlık, Yelkoma, Hurma Boğazı, Akyatan, and Tuzla along the Iskenderun Bay³⁰. Asi River which pass through from Syria to Antakya has an important place in the region's geography. The fertile valley, the climate and its softness make it one of the important places of the city. The river runs through the Amik plain and flows into the sea in Samandağ³¹. At the point where the river flows into the sea, Seleucia Pierra port established at the time of Seleucids but it is not in use today.

The natural vegetation of Iskenderun consists of scrubs and forests of 4-5 meters in length. The most common plant species in the region are myrtle, laurel, thyme and lavender. There are forests such as juniper, oak, beech, cranberry, hornbeam, sycamore on the slopes of the Amanos Mountains from 800 to 1200 meters length. Over 1200 meters, there are large forests consisting of pine, black pine and cedar³².

2.4. Industry and Economy

Iskenderun is one of the fastest industrialized city in Turkey between 1950 and 1980. Turkey's first chemical fertilizer factory which was established in 1953, Iskenderun iron and steel factory (ISDEMIR) which was established in 1975, and cement factory which was established in 1977 are important investments for development of the city. In 1990, organized industrial zone was established. Today, 16 factories and 50 small and

²⁹ Gül Özyılmaz, “İskenderun Körfezinde Sanayi Kuruluşlarının Neden Olduğu Hava ve Toprak Kirliliği” (Master Thesis, Mustafa Kemal Üniversitesi, 2000), 24

³⁰ Bilge Çakır, “Urban Coastal Settlements: Implementation Of A Coastal Area Assessment Model In Iskenderun case” (Phd diss., METU, 2010), 157

³¹ Hamit Pehlivanlı, Yusuf Sarımay and Hüsamettin Yıldırım, *Türk Dış Politikasında Hatay (1918-1939)*, 15

³² İskenderun Municipality Strategy Development Directorate, 2015-2019 Strategy Plan, 15

medium sized factories serve in this region³³. İSDEMİR, Yazıcı iron and steel factory and OYSA cement factory are among the most important industrial companies of the region. İSDEMİR is the largest factory in the region and Turkey's second largest iron and steel factory after Erdemir. Thirty-seven percent of steel production in Turkey is made by İSDEMİR³⁴.

İskenderun is one of the places where exports and imports are made intensively through its port. As of 2017, it is among the ten largest exporter cities in Turkey. The most exported materials are iron and steel products, wheat products, cement, calcium carbonate, vegetables and citrus fruits³⁵. There are 21 different occupational groups and 3640 members registered to the chamber of commerce. In the organized industrial zone, mostly iron and steel, machine manufacturing, automobile filter manufacturing, thermal power plant and pipe production are made³⁶.

1950s was a milestone for Hatay, just as it is for Turkey, in terms of economic development based on agriculture and animal husbandry. In these years, the drying of Amik Lake began and large landowners turned into capitalist farmers. With the drying of the lake and the expansion of forests and pastures, the lands of these people were further expanded. After drying of the lake, all of the district gardens in the region were converted into cotton fields³⁷. Today, Hatay is Turkey's 41th province in terms of agricultural area. In agriculture, vegetative production is at the forefront. On the scale of İskenderun district, agriculture and animal husbandry have not been developed³⁸. In 2012, after Arsuz became a district and seperated from İskenderun, the majority of the agricultural areas remained in Arsuz district. Animal husbandry is more likely to meet the demand of the region than trade. Animal husbandry can not be made, it just supply the needs of the region. However, fish trade in the region is highly developed. 90% of sea products are

³³ Hakan Doygun and Hakan Alphan, "Monitoring Urbanization of İskenderun , Turkey and its Negative Implicating," *Environmental Monitoring and Assessment* 114 (2016):148, DOI: 10.1007/s10661-006-2524-0

³⁴ Muhammad Tahir Chaudray, *Air Pollution Modeling in İskenderun Region of Turkey*, (Phd diss., METU, 2003), 38

³⁵ İskenderun Chamber of Commerce and Industry, 2017 Economy Report, (Ekol Ofset Matbaacılık, İskenderun), 37

³⁶ İskenderun Municipality Strategy Development Directorate, 2015-2019 Strategy Plan, 18

³⁷ Yurt Encyclopedia, "Türkiye, İl il Dünyü, Bugünü, Yarını," (Anadolu, Yayıncılık,1982,Vol.26 pp.3369-3440, Hatay), 3318

³⁸ Turkish Statistical Institute, *Seçilmiş göstergelerle Hatay 2012*, 17

exported to foreign countries. These products consist of sea fish, shrimp, cuttlefish and calamary³⁹.

2.5. Social Conditions

İskenderun is one of the cities where many different groups of people live in terms of ethnic origin, language and religious beliefs. Sunni Turks, Nusayris, Sunni Arabs, Christian Arabs, Kurds, Circassians and Armenians are among the groups that make up this diversity. In Iskenderun, there are 3 churches dependent to the Greek patriarchate, a church dependent to the Vatican and a church dependent to the Armenian patriarch of Istanbul⁴⁰. Iskenderun is a port city intensively preferred by foreign merchants since the end of the 16th century⁴¹. According to Çelebi, who came to the city in 1648, the deputies sledge hammer of the seven governments live here and there are cellars next to the customs building where the frankishes shop night and day⁴². Accordingly, it can be said that commercial activities in İskenderun has been influential in the formation of the Christian population. The influence of the non-Muslim population, who came from European countries and engaged in trade here, is still present. In addition to this, Antioch was one of the centers where Christianity was spreading has been influential in the formation of the Christian population in the region for centuries. There are many mosques in the region where Sunni Muslims have a large population. There are also a small number of tombs visited by Nusayries who is living in Turkey's southern cities Adana, Mersin and Hatay.

³⁹ Gül Özyılmaz, "İskenderun Körfezinde Sanayi Kuruluşlarının Neden Olduğu Hava ve Toprak Kirliliği," 25-26

⁴⁰ İskenderun Chamber of Commerce and Industry, 2017 Economy Report, 20

⁴¹ Mikail Acıpınar, İskenderun İskelesi: Doğu Akdeniz'de Uluslararası Bir Ticaret Limanının İnkişafı Meselesi (İstanbul, Uluslararası 9. Türk Deniz Ticareti Tarihi Sempozyumu 4-5 May 2017), 27; Yusuf Oğuzoğlu, Hint- Basra Mallarının Akdeniz Ticaretine Aktarımı: İskenderun ve Payas Limanları, (İzmir, Türk Deniz Ticareti Tarihi Sempozyumu I, 2009), 7

⁴² Çelebi, Seyahatneme, 15

CHAPTER 3

UNDERSTANDING HISTORIC URBAN FABRIC OF ALEXANDRETTA

Understanding the transformation of a settlement can not be achieved by analysing only the physical components. Social, cultural, historical and economic factors effective in the formation of this physical environment should also be understood with all aspects. Although its foundation dates back to before Christian era, in order to understand correctly and completely the city of Iskenderun; it is necessary to look at this fabric with the social, cultural and economic factors that make up it. For this reason, in this section, the change/development of the historical urban fabric is examined in detail with the historical background of cultural, social and economic changes.

3.1. Historical Background

Hatay region, the history of which dates back to 100.000 BC, is one of the oldest settlements of Anatolia. Temperate climatic conditions and fertile lands providing agricultural products for nutrition was major motivations for habitation. The ruins bearing the traces of the advanced villages are dated to the Neolithic Period in the lower layers of excavations of the Amik Plain and the Valley-El Hamam. The remains revealed in the excavations of Tell Kurdu, Tell eş şeh, Tabara el Akrad, Tell Cüdeyde and Çatalhöyük (located in Reyhanlı) proves that the region was intensively settled during the chalcolittic period⁴³. The most important settlement of the Bronze Age was the city of Alalakh (Aççana Höyük). This city was situated on the fertile lands of the Amik plain and was ruled by the Mukish kingdom in B.C. 2000⁴⁴.

After Mukish kingdom the region remained under Egyptian domination until the late 17.th century BC. Then Hurrians and Hittites replaced Egyptians. After the Hitite Empire broke up around 1200 BC the Sam'al principality established at the South. It remained independent until the Assyrians dominated the region in 700 BC. The

⁴³ Yurt Encyclopedia, "Türkiye, İl il Dünü, Bugünü, Yarını," 3383-3385

⁴⁴ Murat Akar, Hatay Kültür Envanteri, Volume II, İlçeler, ed. Nilüfer Sezgin (Hatay Valiliği, 2014), 19

Babylonians followed the Assyrians. Babylonian empire was destroyed by the Persian king Kuras II in 539 BC. Persian rule over Mesopotamia and Syria continued until the arrival of Macedonians at 4th century BC⁴⁵.

In B.C. 333, Macedonians under the Alexander the Great defeated III. Darius in the Issus war. The Persian rule in the region ended. The Battle of Issus took place near the Pınarus Ridge (Deli-Chai), about 50 km north of Alexandretta (Figure 3.1)⁴⁶.

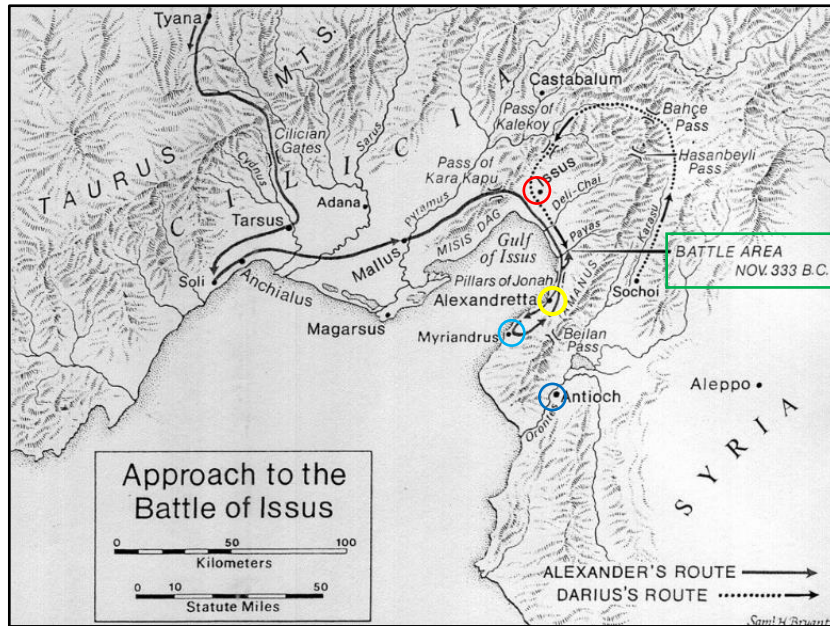


Figure 3.1. Battle of Issus

(Source: Flickr, "Battle of Issus.")

According to Tekin, Alexander the Great camped at Myriandrus, a seaside town at the northeastern shore of the Mediterranean. Alexander changed the name of Myriandrus to Alexandria in the memory of victory after defeating the Persian army⁴⁷. However, it can be said that these two cities are different places by looking at the remains of Myriandrus city (Figure 3.2) located in today's Esentepe area.

After the death of Alexander, two commanders of him fought for leadership and, Selevkos defeat his opponent Antigonos in B.C 312. Then Selevkos united the satraps of Iran under his control with the land of Assyria⁴⁸. In addition, Jonas says that Selevkos I.

⁴⁵ Ataman Demir, Çağlar İçinde Antakya, (Ankara, Dafne Kitap, 2016), 22

⁴⁶ Donald L. Wasson, Battle of Issus, (Ancient History Encyclopedia published on 24 November 2011) https://www.ancient.eu/Battle_of_Issus/.

⁴⁷ Mehmet Tekin, Kısa Hatay Tarihi (Antakya, Kültür Basım Yayın, 1994), 10

⁴⁸ Yurt Encyclopedia, "Türkiye, İl İl Dünyü, Bugünü, Yarını," 3390

Nikator established many cities in the memory of Alexander the Great and Alexandrette was one of them. Issus and Myriandros cities were decreased in value during the Persian period. Therefore Alexandretta was formed by a synoecism⁴⁹ of these two towns and Selevkos I. Nikator called here Alexandria ad Issum (Figure 3.3)⁵⁰.



Figure 3.2. Remains of Myriandros
(Source: Hatay Kültür Envanteri, vol II, 245)

Selevkos wanted to move the administrative centre from Dicle basin to a more strategic point of the Kingdom. For this reason he established the city of Seleucia Pierre (Figure 3.3). Since this area was open to attack by the sea, later he ordered the establishment of a new city on the mountain, further south. He named the city as Antiokeia (figure), in the honour of his father's memory⁵¹.

After Selevkos kingdom the Hatay region entered the Roman Sovereignty in 64 BC, According to Ataman Demir, the annexation of Antakya to Roman Empire marks the beginning of the golden age of the city⁵². Antakya is one of the largest cities of the Roman Empire in the 2nd century and is the administrative center of Syria. It has a palace,

⁴⁹ Synoecism: the combination of several smaller communities to form a single larger community.
<http://www.oxfordreference.com/view/10.1093/oi/authority.20110803100547698>

⁵⁰ A.H.M. Jonas, *The Cities Of the Eastern Roman Provinces* (London, Oxford University Press, 1971), 197

⁵¹ Demir, *Çağlar İçinde Antakya*, 24-25

⁵² Demir, *Çağlar İçinde Antakya*, 31-32

theaters, baths⁵³. When Roman Empire was divided in 395 Hatay was under control of Byzantium (East Roman Empire)⁵⁴.

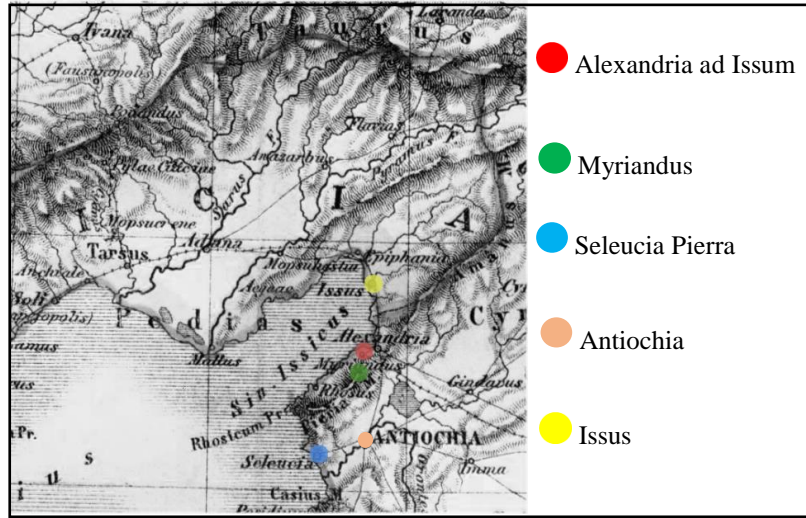


Figure 3.3. The old cities located near study area

(Source: Gottwein, “Alexandrette.”)

In 638, the region was taken by the Arab armies, and later by the Umayyads, Abbasids, and Hamdan were dominant here. In 967, the Byzantines proclaimed their sovereignty again. During the Seljuk period, Byzantine sovereignty came to an end when Suleymansah seized Antakya castle. After the First Crusade, Independent Antioch Constitution was established in 1097. In 1268, Hatay passed through the Mamluk Sultanate Baybars. With the defeat of Mamluks by Yavuz Sultan Selim's Mercedabik (1517) Battle, Hatay region joined the Ottoman Empire⁵⁵.

In 1552 Sultan Süleyman the Magnificent pass to Adana through Hatay on his return from Tabriz. It is seen that Belen and Payas developed after this date. In Belen, a building complex (*külliyeye*⁵⁶) was started to be built. The Külliye the donor of which was Sokollu Mehmet Pasha in Payas started in 1568 was completed in 1574. In addition, a castle (Gin Tower) guarding the pier, shipyard and port was built in the same period. Sokollu Mehmet Pasha also built a khan and bedesten in Antakya⁵⁷. Despite these

⁵³ Selim Kaya and Ahmet Gündüz, “Hatay Tarihi”, Hatay il yıllığı 2011, ed. Yakup Bulut, (Hatay Valiliği, 2011), 48

⁵⁴ Hamit Pehlivanlı, Yusuf Sarımay and Hüsamettin Yıldırım, Türk Dış Politikasında Hatay (1918-1939), 6

⁵⁵ Yurt Encyclopedia, “Türkiye, İl il Dünü, Bugünü, Yarını,” 3392-3394

⁵⁶ *Külliyeye*: The whole of the structures as madrasah, imaret, public fountain, library, hospital etc. which are established in the same time with the mosque (<http://www.tdk.gov.tr/>).

⁵⁷ Fuat Şancı. “Hatay İlinde Türk Mimarisi.” (PhD diss, Ankara University, 2006), 282,286

developments in the vicinity of Iskenderun city, it is known that Iskenderun has not yet developed in these years. At the beginning of the XIV.century, Abu'l-Fida shows İskenderun as a secluded place. Sanuto, who made extensive portraits about this ancient Eastern Mediterranean ports, never mentioned about Iskenderun port⁵⁸. Looking at the notes of Çelebi and Tavernier, it can be said that İskenderun's pier was used extensively but the city was not developed in XVIth century.

XIXth century was a chaotic period for the city because of the feudal chiefs who were racketeering and revolt. *Fırka-i Islahiye* was established in order to prevent the rebellion of the Derebeys in the region, to stop the tribute and to provide security on Aleppo-İskenderun road. *Fırka-i Islahiye* departed from Istanbul in 1865 to Iskenderun by ship. After establishing headquarters in Belen, they established Hassa, Islahiye and Reyhanlı townships to keep the region under control. Cevdet Pasha, in his work titled *Tezakir*, states that after 1867, the transportation had full assurance⁵⁹. Among the rebellions, the revolt of Kavalalı Mehmet Pasha which dominate the region between 1832-1841 was the most important that influenced the region⁶⁰.

By the mid-19th century, the importance of Iskenderun began to increase. Many European merchant ships began to pierce, traders began to sell commodities to the Aleppo and Anatolia and buy goods from the same region⁶¹.

Iskenderun had a very large commercial activity at the beginning of the 20th century although neither a railway nor an appropriate port had been built. Some enterprises could only be made during the last years of Ottoman Empire. Railway construction was completed in 1913⁶². However the construction of a modern-style port could not be accomplished. The intervene of the First World War made it even more difficult. During the war, Iskenderun were occupied by the Entente States navy⁶³.

At the end of World War I, on January 8, 1918 Wilson Principles accepted. According to Article 12; "Turkish sovereignty must be guaranteed in the parts of the population that the Turks have formed". In this region where a wide variety of ethnic backgrounds, the Turks claimed that they are the majority nation and have requested to

⁵⁸ Tuncel, "İskenderun," 581.

⁵⁹ Yurt Encyclopedia, "Türkiye, İl İl Dünü, Bugünü, Yarını," 3395

⁶⁰ Tekin, *Kısa Hatay Tarihi*, 23

⁶¹ Naim Ürkmez, *Tanzimat'tan I. Dünya Savaşı'na İskenderun*, (Phd diss, Atatürk University, 2012), 212,415

⁶² Besim Darkot, "İskenderun", (Türkiye Diyanet Foundation, *Encyclopedia of Islam* volume, volume 5/2. 1977), 1090,1091

⁶³ Mehmet Beşirli, "Haydarpaşa Liman Şirketi'ne Verilen İskenderun Limanı İnşa ve İşletme İmtiyazı ve Liman Tarifesi 1911," *Selçuk University, Journal of the Institute of Social Sciences*, no: 11 (2004): 187.

join the Republic of Turkey. However, the region has remained outside the borders of the Turkish Republic.

On October 30, 1918 Armistice of Mudros was signed and the Ottoman State virtually ended. On November 9, 1918 English military unit occupied the region. But as a result of the Skyes-Picot secret collusion between the Entente States, southeastern Anatolia, Çukurova and Syria regions had released to French. Correspondingly, the first French military unit entered Iskenderun on 10 November 1918. On July 12, 1919, the British troops withdrew completely from Iskenderun and in October 1919 the region was left to the French. As a result of the Ankara Agreement, signed on October 20, 1921, the French agreed to vacate Adana, Mersin, Osmaniye, Kilis and Gaziantep. However, Iskenderun was not evacuated but was accepted as a special administrative autonomy within the borders of Syria, with the name of the town of Alexandrette⁶⁴.

With the Friendship and Good Neighbourhood Agreement signed with France on May 30, 1926, the special administration envisaged for Sanjak was confirmed. The Syrian border was also determined by the Protocol signed with France on 3 February 1930⁶⁵.

French's Mediterranean policy has been affected in a negative way by Hitler's and Italians policy after Hitler passed the army to the west of the Rhine, Italy's entry into Abyssinia France in the spring of 1926. After these developments an agreement was signed with Syria on December 22, 1936. Reviewed by Turkey in terms of this agreement are as follows; Agreement means to transfer implementation of the Ankara Agreement to Syria, without Turkey's consent. The Turkish government objected to this and asked the French government to make an agreement with the people of Iskenderun similar to the agreement made with the Syrians⁶⁶.

In January 1937 after the Paris talks in Ankara, it was agreed to establish a state with the name of Hatay with Turkey and France's guarantee. According to this agreement, Sanjak would be independent in internal affairs, and dependent on Syria in foreign affairs. The constitution of the State was prepared in the League of Nations and approved on 29 May 1937⁶⁷.

⁶⁴ Tuncel, "İskenderun," 582.

⁶⁵ Hamit Pehlivanlı, Yusuf Sarımay and Hüsamettin Yıldırım, *Türk Dış Politikasında Hatay (1918-1939)*, 36

⁶⁶ Şerife Yorulmaz, "Fransız Manda Yönetimi Döneminde İskenderun Sancağı (Hatay)'nın Sosyo-Ekonomik Ve Siyasal Durumuna İlişkin Bazı Kayıtlar 1918-1939," *Ankara üniversitesi Türk İnkılap Tarihi Enstitüsü Atatürk Yolu Dergisi*, Volume:6 no:22, (1998): 233-234

⁶⁷ Kaya and Gündüz, "Hatay Tarihi," 95.

On November 29, 1937, the council of the League of Nations decided to implement the new regime in Hatay. However, the French regime has not officially announced the new regime for a long time. As a result of protests and diplomatic notes sent by Turkey after this date, elections were held. During the elections, both the French government and Turks living in the region and taking support of Turkey have conducted intensive protests. As a result of the events that occurred, the elections were stopped for a while⁶⁸. The reason for the elections to stop was the majority of the population that the parties wanted to prove since the Wilson Principles was published. So the parties tried to change the results with some provocations and pressures. In order to understand the social environment starting from the late Ottoman period, until the annexation to the Republic of Turkey a few of the census were examined. The censuses was made by separating according to the ethnic and religious differences. It has been observed that this distributions are proportionally different at each census. Some of the population distributions in the sources are shown;

- According to Aleppo Province Annual of 1315-1316 (Christian era 1897, 1898), the population of İskenderun Township is 11.413 Muslims, 1120 Greeks, 260 Armenian Catholics and 422 Armenians⁶⁹.

- According to Aleppo Province Annual of 1326 (Christian era 1908), the population of İskenderun township is 19.509; 14.406 Muslims, 2109 Greeks, 80 Armenian Catholics and 1104 Armenians, 78 Assyrian Catholic, 84 Maronite, 30 Latin, 1540 foreign, 20 protestant, 58 Jewish⁷⁰.

- According to Cuinet, the population of Iskenderun rise to 18,161 in 1914. 14.140 are Muslim, 2373 are Orthodox, 1519 are Armenian Gregorian, 129 are Jewish (Table 3.1)⁷¹.

As it can be seen in the censuses, people living in Iskenderun have different racial status and religions. In the censuses mentioned above, while Christians were divided according to their races and sects, Muslims were gathered under one title. No Arab, Turkish or Alevi, Sunni distribution was made.

⁶⁸ Pehlivanlı, Sarımay and Yıldırım, *Türk Dış Politikasında Hatay*, 83-97

⁶⁹ Cengiz Eroğlu, Murat Babuçoğlu and Mehmet Köçer, *Osmanlı Vilayet Salnamelerinde Halep*, (Ankara, Orsam Middle East books, 2012), 204

⁷⁰ Eroğlu, Babuçoğlu and Köçer, *Osmanlı Vilayet Salnamelerinde Halep*, 206

⁷¹ Yurt Encyclopedia, "Türkiye, İl il Dünü, Bugünü, Yarını," 3397

Table 3.1. İskenderun township population

Sources / Year	Muslims	Greek	Armenian Catholics	Armenian	Assyrian Catholic	Maronite	Latin	Protestant	Jewish	Foreign	Total
Aleppo Province Annual 1897-98	11.413	1120	260	422							13.240
Aleppo Province Annual 1908	14.406	2109	80	1104	78	84	30	20	58	1540	19.959
Cuinet, 1914	14.140	2373		1519					129		18.161

• The information about the population is published in 1931 dated tourism guide is as follows” İskenderun County: 9,000 of 30,000 people are Muslims, 9500 Alawis, 10,500 Christians. The county consists of two townships: Iskenderun (20.000 inhabitants) and Arsus (10.000 inhabitants). The Alevi is a strong ethnic group in the Arsus. Turks depend on Sunnism to the degree of fanaticism. Christians with rituals different from Rome; Gregorian Armenians (numerous), Rumors, Protestants, Yakubi Assyrians, Chaldeans, Nestorians. Latinos, Catholic Chaldeans, Marines, Catholic Syrians, Greek Catholics, Armenian Catholics”. In İskenderun City; 13.000 inhabitants including 5875 Gregorian Armenians(including 4710 immigrants), 2483 Orthodox Greeks, 173 Latins, 169 Maronites, 167 Catholic Greeks, 400 Catholic Armenians, 170 Chaldeans, 113 Assyrians, 108 Protestants, 96 Jews, 2276 Alawites, 966 Turks and 303 Arabs (Table 3.2)⁷².

Table 3. 2. İskenderun city population

(Source: Jacquot, Antioche Centre de Tourisme, 70)

Sources / Year	Turkish	Greek	Armenian Catholics	Armenian	Assyrian Catholic	Maronite	Keldani	Latin	Protestant	Jewish	Alevi	Arabian	Total
Jacquot, 1931	966	2650	400	5875	113	169	170	173	108	96	2276	303	13.000

The other conclusions given above and Jacquot's information are quite different. Jacquot should have given the results to the city center of Iskenderun without including any of the villages. Nevertheless, there is a conflict between sources.

When looked at the distribution of the population of the whole Sandjak, during the mandate period, according to the number made by the French Delegate Durieux in

⁷² Jacquot, Antioche Centre du Tourisme, 59

1924, the population was 127,886. Among them, 37% of the population are Turks (47,445) 28% of them are Alevi⁷³ (36,980) and Sunni Arabs are 11, 4 % (14,482)⁷⁴.

Although there is no definite conclusion about the ratios as a result of the censuses examined, it is seen how much the ethnic background and religious diversity exist in the region. As a result, opposing views and provocations can not be avoided.

After the events have quelled, the elections were made again. Ultimately, 40 deputies, including 22 Turks, 9 Alawis, 5 Armenians, 2 Arabs and 2 Orthodox Greeks were elected. On September 2, 1938 Tayfur Sökmen was elected as president and Abdülğani Turkmen was elected as president of parliament. The official name of the state has been changed to "Hatay State". In 1939, when the French was on the brink of the Second World War, they want to make an alliance with Turkish Republic and England. France was forced to accept Turkey's requests in terms of Hatay, 23 June 1939 signed an agreement for the annexation of Hatay to Turkey. With the law enacted on July 7, 1939, Hatay province was established, with central Antakya⁷⁵.

3.2. Alexandrette during the Ottoman Period

The Ottoman Alexandrette is examined under two periods as before mid-19th century and after mid-19th century.

3.2.1. Ottoman Alexandrette before Mid-Nineteenth Century

With the conquest of Aleppo by Yavuz Sultan Selim after the Battle of Mercidabık in 1516, İskenderun entered under the Ottoman rules⁷⁶. Due to the presence of other ports near the city, the mistrust of the highway that crossed the Amanos Mountains and the marshes around it, until the end of the 16th century, only domestic trade was carried out

⁷³ The community named as Alevi is Nusayris. The Turks in the region belong to Sunni sect. Nusayris live in Hatay, İskenderun and partially in Adana and Mersin in Turkey. İlyas Üzümlü, "Nusayrilik," (Turkiye Diyanet Foundation, Encyclopedia of Islam volume :33, 2007), 274

⁷⁴ Yusuf Duran, "İskenderun Sancağı'nda Fransız Mandası (1920- 1936)". (Master Thesis, Ankara University, 2007), 124. quoted from Yerasimos, Aperçu succinct sur le Sandjak autonome d'Alexandrette, (AMAEF, Syrie-Liban, Eylül 1925, volume.268, no.44, 1925) : 41-51

⁷⁵ Pehlivanlı, Sarıay and Yıldırım, Türk Dış Politikasında Hatay (1918-1939), 108-113

⁷⁶ Tekin, Kısa Hatay Tarihi, 20

on the pier⁷⁷. Piri Reis, who came to the city in the first years of Ottoman domination, defines the city as “a ruined castle on a low ness”. It is understood from this definition that the city was not developed. In the following years, other travelers coming to the city also mentioned about this ruined castle. Evliya Çelebi describes the building;

“Nasuh Pasha who is the grand vizier of Sultan Ahmed I, had started to build a strong castle in this place where was the starting point of the pilgrimage road, also the region of the waylayers and the stop of the Franks. However, before the construction of the castle was completed, Sultan Ahmed killed Nasuh Pasha on the grounds that he concealed that Kazakhs had invaded the castle of Sinop on the Black sea coast. Thus the construction of the Iskenderun Fortress is left half finished”⁷⁸.

Tavernier describes this structure as a tower and stated:

“There is a tower about a mile from Iskenderun, on the right of the main road and opposite to the marshes, where Godefroi de Bouillon's weapons are still stored (Figure 3. 4). It seems that this tower was built to defend the road which surrounded by wide marshes with very dangerous gases on both sides”⁷⁹.

Taylor⁸⁰ describes this building as a castle and said that “Near the town are the ruins of a castle built by Godfrey of Bouillon⁸¹”. Magmumi, on the other hand says that this fortress was founded in memory of Alexander the Great's defeat of Dara and the present city center was covered by the sea at the time. It was understood from the rope found in the castle foundations⁸².

⁷⁷ Mikail Acıpınar, İskenderun İskelesi: Doğu Akdeniz’de uluslararası bir ticaret limanının inkişafı meselesi (İstanbul, Uluslararası 9. Türk Deniz Ticareti Tarihi Sempozyumu 4-5 May 2017), 27; Yusuf Oğuzoğlu, Hint- Basra Mallarının Akdeniz Ticaretine Aktarımı: İskenderun ve Payas Limanları, (İzmir, Türk Deniz Ticareti Tarihi Sempozyumu I, 2009), 112

⁷⁸ Evliya Çelebi, “Seyahatneme,” ed. İsmet Parmaksızoğlu (Ankara, Kültür ve Turizm Bakanlığı Yayınları, 1982), 14

⁷⁹ Jean Babbtiste Tavernier, “Tavernier Seyehatamesi” ed. Stephan Yerasimos, trans. Teoman Tunçdoğan. (İstanbul, Kitap Yayınevi, 2006), 166.

⁸⁰ Bayard Taylor, Lands of the Saracen: or Pictures of Palestine, Asia Minor, Sicily and Spain, (NewYork, 1860), 220

⁸¹ French Godefroi de Bouillon, (born c. 1060—died July 18, 1100, kingdom of Jerusalem [now Jerusalem, Israel]), duke of Lower Lorraine (as Godfrey IV; 1089–1100) and a leader of the First Crusade, who became the first Latin ruler in Palestine after the capture of Jerusalem from the Muslims in July 1099 (<https://www.britannica.com/biography/Godfrey-of-Bouillon>)

⁸² Şerafeddin Mağmumi, Bir Osmanlı Doktoru'nun Dnıları: Yüzyıl Önce Anadolu ve Suriye, trans. Cahit Kayra, (İstanbul, Buke publications, 2001), 238.

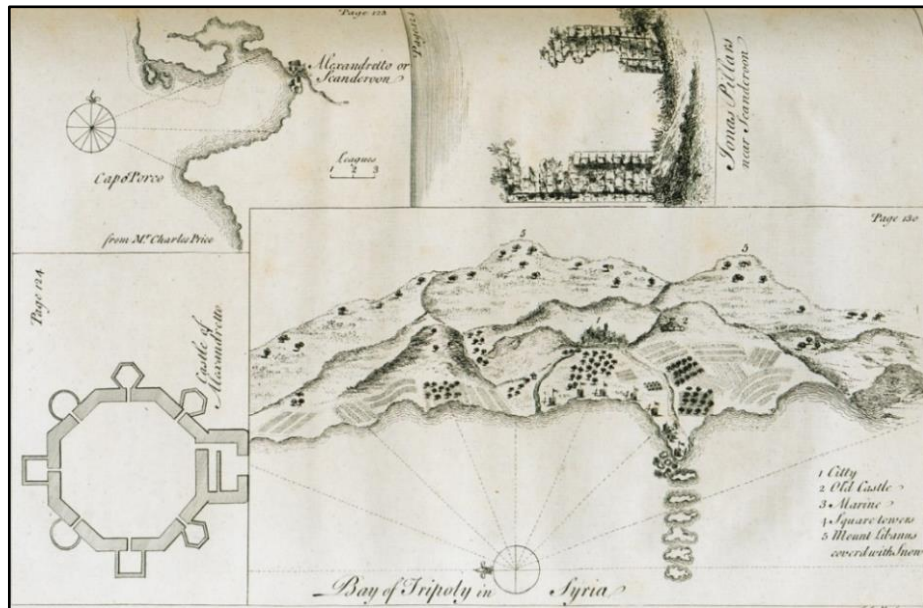


Figure 3.4. Ruined castle and environment
 (Source: Wikimediacommons, “Castle of Alexandretta”)

In 1931 dated tourism guide, the ruins of castle in Catoni’s garden is mapped and a photograph has been added. Supporting the information given by the travelers, it is seen that the castle was located near Myriandus outside of the city center (Figure 3.5).

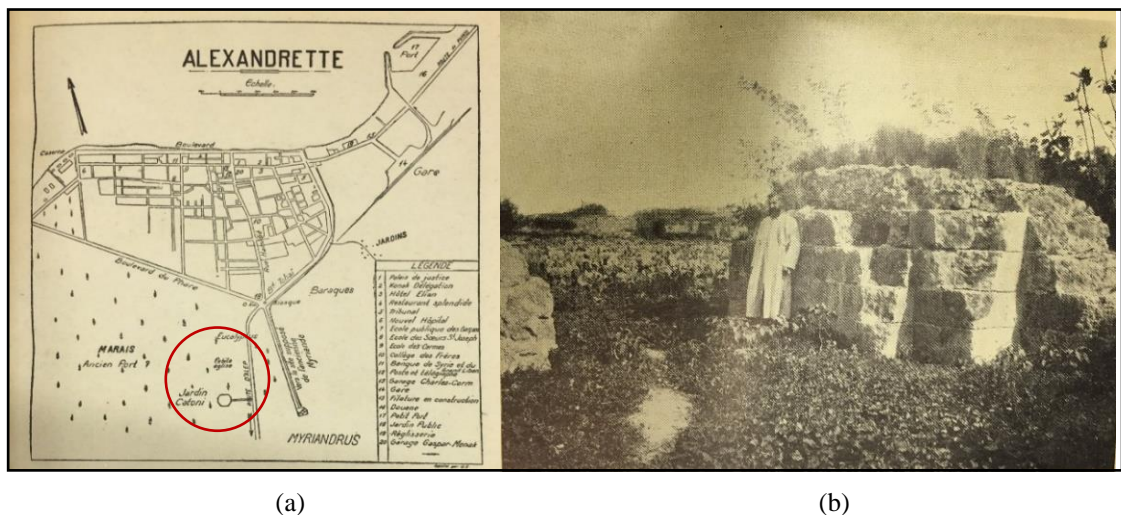


Figure 3.5. (a) The map of the ruined castle. (Source: Jacquot, Antioche Centre du Tourisme, 63)
 (b) Remains of the castle that are located in Catoni’s garden (Source: Jacquot, Antioche Centre du Tourisme, 73.)

There is no concrete information about the building. The travellers also gave different information about the reason of constructing the structure which is defined as a castle or a tower, the date of the construction and its donor.

At the end of the 16th century, Tripoli, which was the pier of Aleppo, decreased in value due to the problems arising from the conflicts between the Arabs and Druzes. Therefore İskenderun pier was discovered. Although the pier was used actively, it did not show enough improvement. Besides, Ottoman administration did not make necessary investment due the heavy air and infrastructure problems. The pressure of local forces who do not want to be deprived from the trade activity in Tripoli is one of the main reasons of ignoring the necessary investments in Iskenderun⁸³. With the effect of these pressures, the customs building, which was established in 1593, was closed in 1605⁸⁴. However, the port of Iskenderun was closer to Aleppo than Tripoli and was more favorable in terms of security. Therefore, the customs center in Iskenderun began to work again as the gateway of Aleppo to the Mediterranean in 1612⁸⁵. Despite this decision, the Ottoman administration did not make any permanent investments to Iskenderun except the customs building and some obligatory accommodation. In that century, when the state was engaged in long wars, it was a natural policy trying to protect the existing system. In this respect, many natural and administrative barriers to the development of İskenderun as a settlement apart from the pier were not the priority of the state at that time⁸⁶.

In the late 16th century, despite the intense use of the Iskenderun Pier, the lack of required infrastructure of the city disturbed the foreign merchants. For example Braudel says that;

“From 1593 onwards, journeys to Venice were not carried out from Tripoli, carried from Iskenderun, where the Venetians had transferred their connections and the other Christian boats came by following them. However, the lack of warehouses for the stockpile of goods on this pier is annoying for the Venetians, and more then them, for the Marsilians who are cash carriers⁸⁷”.

⁸³ Mikail Acıpınar, “İskenderun İskelesi: Doğu Akdeniz’de uluslararası bir ticaret limanının inkişafı meselesi”, 27

⁸⁴ Ürkmez, Tanzimat’tan I. Dünya Savaşı’ na İskenderun, 109.

⁸⁵ Eroğlu, Babuçoğlu and Köçer, Osmanlı Vilayet Salnamelerinde Halep, 121

⁸⁶ Acıpınar, “İskenderun İskelesi”, 28

⁸⁷ Fernand Braudel, Akdeniz ve Akdeniz Dünyası, trans. Mehmet Ali Kılıçbay, (İstanbul, Eren Yayıncılık, 1989), 381.

The only problem about the city was not that lack of warehouses where stocks can be put. The notes of travelers coming to İskenderun in the 17th century are depicting the city. According to Tavernier;

“İskenderun is a city in which Greeks run the pubs for mariners and other ordinary people, and rugged houses are stacked on top of each other. For this reason, traders remain in the house of the deputy consuls of their own nation. There are only two vice-consular here. French vice consul and vice consul of the Netherlands. The air of İskenderun and similarly Hürmüz, is extremely bad especially in summer. It's dangerous to come here in this season, even if you get rid of death, you can't get rid of dangerous diseases. In order to relieve the tiredness of the sea voyage and take the sundries for Aleppo travel, usually the people are accommodated three to four days in İskenderun⁸⁸.”

On the other hand Evliya Çelebi says that;

“It is close two towns to Aleppo and is preferred pier by sailors. Since the castle was left half finished, the Franks are stubborn and have an attitude about the pay customs. There are no mosques, khans, baths, bazaars, markets as the Franks and Greeks live in İskenderun. Some of the passengers coming in the winter days, lodge in the pubs. That is why the pubs are like khans. There are consuls of seven kings in İskenderun. Since it is the pier of Aleppo and its surroundings, there is large storehouses next to the customs building. All around of İskenderun are reeds and marshes⁸⁹.”

As it can be understood from the notes of Tavernier and Çelebi, there is nothing other than the old houses and taverns in which the Greeks live. The Muslim people did not settle here. Developments in trade have occurred. The cellars were built to satisfy the need of storage. There were 2 consulates in the city in 1638 while in 1648 this number increased to 7. However, bad weather and diseases caused by swamps is an ongoing problem.

In the 18th century, there were many cities and towns that produced textile production for the Eastern Mediterranean Ports and the Middle East. These productions were exported to France via İskenderun. Approximately 280,000 pieces of fabric were

⁸⁸ Tavernier, “Tavernier Seyehatamesi,” 165.

⁸⁹ Çelebi, Seyahatneme, 14-15

exported in fourty years after 1728. İskenderun port has gained importance in this process⁹⁰.

However, Iskenderun was destroyed by the earthquake that happened in 1822 (Hijri 1238)⁹¹. After the earthquake, Egyptian Mehmet Ali Pasha rebelled in 1832 and the entire Syria was occupied by the army under the command of his son Ibrahim Pasha. The Ottoman Army, under the command of Hüseyin Pasha who was appointed by Sultan Mahmut II as Governor of Egypt, was defeated at Beylan against Ibrahim Pasha on July 29, 1832. Iskenderun and its surroundings remained under the rule of Mehmet Ali Pasha until the concession was declared in 1841⁹².

It was not possible to depicture the city before 1850 since the visual and written sources for understanding the urban fabric were limited. The ramshackle houses, pubs, customs building and warehouses mentioned by the travelers in the city could not be deciphered. The impact of the earthquake and 9 years of Mehmet Ali Pasha's sovereignty on the urban fabric is unknown.

3.2.2. Urban Fabric of the Ottoman Alexandrette after Mid-Nineteenth Century

Although exists from the B.C. 333 onwards, İskenderun could only come into prominence after the second half of the 19th century. This has various reasons according to differentscholars. According to Ürkmez after Mehmet Ali Pasha rebellion, the rivalry between the Governor of Egypt and the Ottoman Empire increased the significance of Iskenderun as it was the port of the region⁹³. However, it is not enough to link Iskenderun's importance only to this issue.

According to Arnold Toynbee, the Industrial Revolution was first realized in England between 1750 and 1850. The industrialization movement that started in England spread over time to other western countries⁹⁴. With the expansion of the Industrial Revolution, the Middle Eastern and Eastern Mediterranean ports became even more

⁹⁰ Oğuzoğlu, İskenderun ve Payas Limanları, 117. cited from Halil İnalçık, Türkiye Tekstil Tarihi Üzerine Araştırmalar, 113

⁹¹ Tuncel, "İskenderun," 581.

⁹² Mehmet Kocaoğlu, "Kavalalı Mehmet Ali Paşa İsyanı", (Ankara University, Osmanlı Tarihi Araştırma ve Uygulama Merkezi (OTAM), 1995), 195-210.

⁹³ Ürkmez, Tanzimat'tan I. Dünya Savaşı'na İskenderun, 23.

⁹⁴ İshak Torun (2003) "Endüstri Toplumu'nun Oluşmasında Etkili Olan İktisadi Ve Sina-İ Faktörler," C.Ü. İktisadi ve İdari Bilimler Dergisi, Volume 4, no.1: 83.

important for European states seeking raw materials. Not only the search for raw materials became widespread, but ship technology also developed with the development of mechanization. This has positively affected the port cities.

In accordance with these factors, it is seen that the public works have gained momentum in the city of Iskenderun, along with the works for commercial activities starting from the second half of the 19th century⁹⁵. Iskenderun, which was a small village belonging to the province of Adana until the second half of the 19th century, was transformed into a township on 8 September 1852. On March 13, 1857, it is separated from Adana state and was admitted to the state of Aleppo. On March 13, 1879, it became an independent township⁹⁶.

Due to the reasons mentioned above, although the public improvements accelerated from the second half of the 19th century, these studies were not implemented according to a specific program. The name of an engineer or architect, who permanently assigned in the region or an establishment that conducted these implementations has not been found in any source.

The urban fabric is examined under “Streets, Infrastructure Facilities, Built-up Areas, Open/Green Areas, Transportation Activities” headings by the help of maps.

3.2.2.1. Streets

It is not possible to decipher the exact road network and street pattern from the 1851 map. Since it was prepared to map channels to be constructed to drain the marshes. Some line codes indicating the road network is missing, even more the roads close to the sea is not mentioned in this map (Figure 3.6). There are streets that end up with marsh areas and not connected to each other. The streets are randomly located. The marsh areas divide the built-up areas into two parts. Therefore, the continuity of the streets has not been ensured. To sum up, 1851 map does not give information to make evaluations regarding the road network and streets.

Considering 1896 map, the main arteries restrict the city and the gridal system which is formed of several axis perpendicular to the shore (from northeast to southwest)

⁹⁵ Selahattin Tozlu., “Osmanlı Arşiv Belgelerinde Antakya ve İskenderun Nusayrileri (19.yy).” *Türk Kültürü ve Hacı Bektaş Veli Araştırma Dergisi*, no.54, (2010): 82.

⁹⁶ Naim Ürkmez, “Ermenilerin Kontrol Noktası: İskenderun Limanı,” *International Periodical For The Languages, Literature and History of Turkish or Turkic*, Volume 8/5, (Spring 2013): 903.



Figure 3.6. Streets in 1851 map (The visible roads are highlighted with orange)
 (Source: revised by the author from the original 1851 map at BOA.İ.DH.244.14880)

and a main arterier parallel to the shore (from Northwest to southeast) are remarkable. One of the streets restricting the city is connected to the road of Aleppo. The other, ends at Pınarbaşı where is the distribution point of drinking water. There are three streets cutting this belt ways and located upright to the sea. Apart from these, there are many small streets in the areas close to the shoreline which run perpendicular to the sea but are not continued. In some places there is a single row and two rows of parallel lines to the sea. In the inner parts the streets which are disorganized and placed at random constitute an organic pattern (Figure 3.7).



Figure 3.7. Streets in 1896 dated map

(Source: revised by the author from the original 1896 map at BOA.ŞD.2234.27.03)

As Ahmet Sharif points out, "The part of the city near the sea has occupied completely by foreigners, has been orderly constructed⁹⁷". It can be said that the size of the blocks increases and the blocks are positioned regularly along the road when going toward the sea. There is no continuity of streets in the inner areas with small scale constructions. There is a pattern of dead-end streets that are never connected to each or end with a structure (Figure 3.8).

⁹⁷ Şerif, Anadolu'da Tanin, 141.

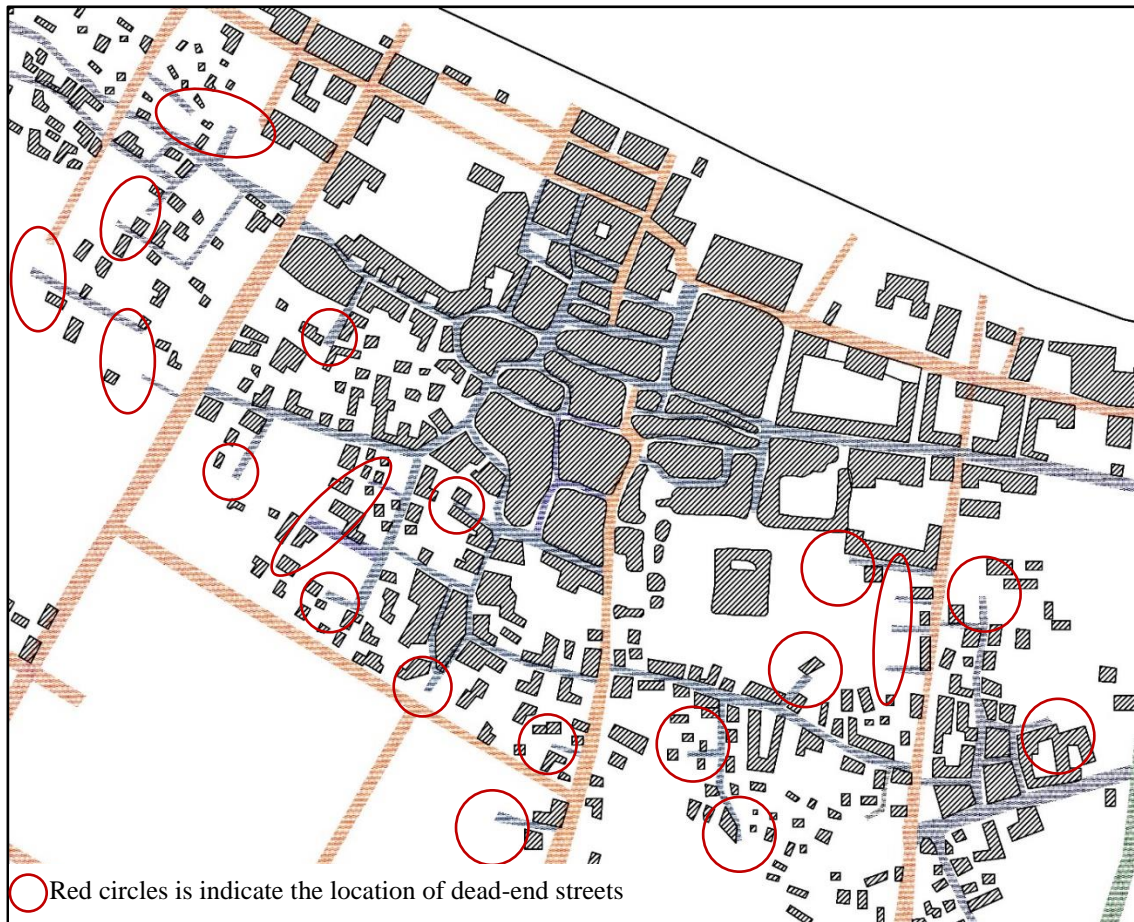


Figure 3.8. Dead-end streets in 1896

(Source: redrawn and revised by the author from the original 1896 map at BOA.ŞD.2234.27.03)

When the 1851 and 1896 maps are compared, it can be seen that the alterations were started in the inner part where the organic pattern is dominant. New perpendicular connections and beltways were added to the outward. The street pattern was changed. When the 1896 map is compared with the other Ottoman period maps dated to 1901 and 1916, it can be said that the main lines of the street pattern are the same. Only a few of the dead-end streets were differentiated in the inner parts based on the change in the small structures. Due to this similarity, it is considered that to show the analysis on the map of 1896 is sufficient.

3.2.2.2. Infrastructure Facilities

The marshes around İskenderun have been an ongoing problem since the foundation of the city and the most important reason preventing its development. Despite

the positive characteristics of the gulf, İskenderuns trade has not reached the desired intensity because of the diseases that are caused by marshes.

Many attempts have been made towards the end of the Ottoman era to solve this important problem. Initial works began in 1832-1840 by throwing water from the mountain into the sea with small channels. These channels are made during the reign of İbrahim Paşa that is why they are named as İbrahim Paşa Channels. However, these channels were filled with sea sand or stone over time and they were cleaned many times. Despite the fact that some correspondences were made during the reign of Sultan Abdülmeçid in 1847, no serious work had been done. On 24 November 1851, Ferhat Pasha, a Hungarian refugee in Aleppo, was charged regarding this issue. Ferhat Pasha, who went to the region and made inspections, wrote a report in French and made a detailed map showing the city with the marsh areas (Figure 3.9). According to Ferhat Pasha's report, previous channels will be cleaned and new channels will be constructed. In June 29, 1852, consul deputies sent a letter of thanks stating that the marsh areas had been dried. However, due to the fact that the opened channels were filled with stone and earth by sea and flood waters. The problem of marsh was revived after a while⁹⁸.

According to the 1851 map, the marsh area divides the city into two parts. The marshes in the area close to the coast are not intense. It is understood that from the inner part of the city which is separated by the marshes, to the out is reached by the roads over the marshes. On the map, the source of the marshes in the mountain side is drawn. From this source, İbrahim Paşa Canal which is extending towards the sea and other small channels are seen.

After this work, petitions were given by different people many times to the Vizierate about marshes. One of them was the petition written by the local people and merchants together in 1866. This petition states that 100 people die each year due to epidemics such as malaria caused by marshes. They demanded necessary measures to be taken. In relation to that a report prepared by Miralay Mesut Bey who originally came to the region for the discovery of the railway. But he wrote a report about the drying of the marshes and draw a map (Figure 3.10). He first suggested opening small channels perpendicular to the shore and transferring the water to the main channel with 3 channels parallel to the shore. However, the Assembly declared that this work could not be done only according to the observations of Mesut Bey and a new exploration had to be made⁹⁹.

⁹⁸ Ürkmez, "Tanzimat'tan I. Dünya Savaşı'na İskenderun," 61-67.

⁹⁹ Ürkmez, "Tanzimat'tan I. Dünya Savaşı'na İskenderun," 67-72.

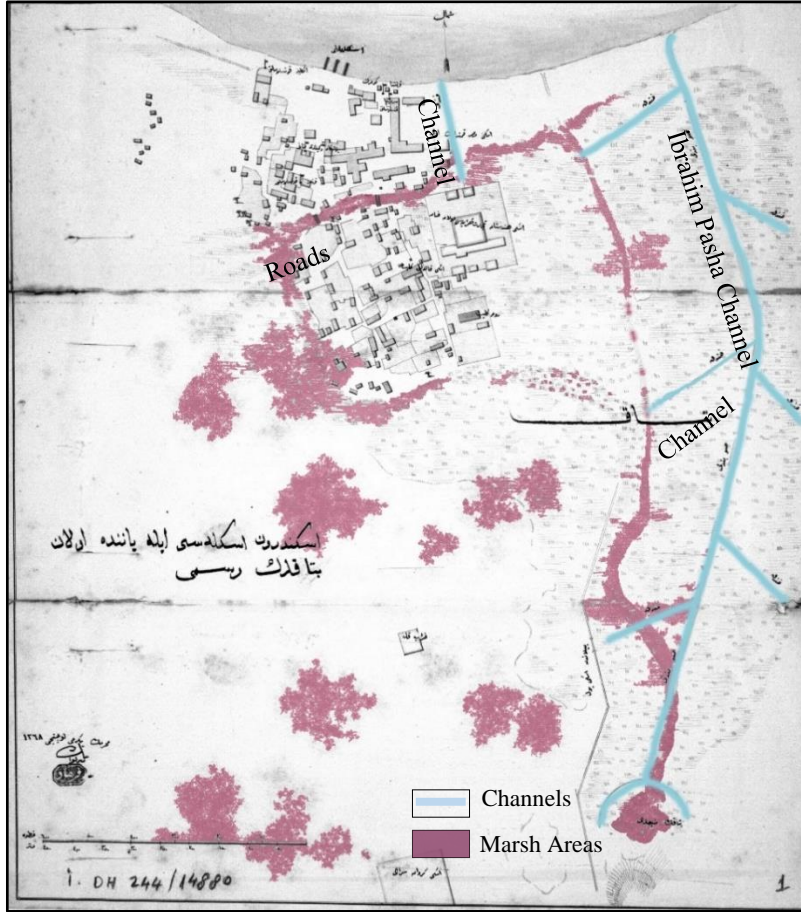


Figure 3.9. The marsh area in 1851 dated map (highlighted with pink)
 (Source: revised by the author from the original 1851 map at BOA.İ.DH.244.14880)

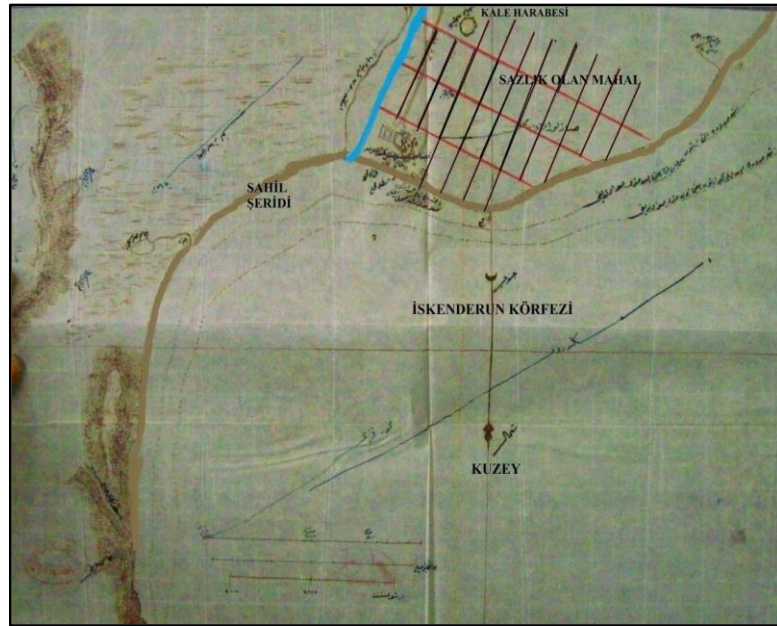


Figure 3.10. Suggestions of Miralay Mesut Bey (Source: The original copy is found in BOA.T.TRM 172-119 as cited in Ürkmez, "Tanzimat'tan I. Dünya Savaşı' na İskenderun," 72)

Although some efforts were made to dry the marshes in 1868, studies have not progressed due to reasons such as the assigned engineer did not go to the region, high water level in the spring, workers being sick and excaping. Aleppo chief engineer Mösyö Zök, who works in the region, was also infected with malaria. On July 31,1872, Harbiye Colonel Tahir Bey prepared a report about the subject and made a map (figure 3. 11). One of the proposals in the report was that a large road about 2000 meters long should be built around the town to separate the small marshes on the southern side of the city. It is planned to plant trees on both sides of the road. One year after this report, the Governor of Aleppo visited the region and saw that the road was in bad condition despite the expense of 114,000 kuruş. Thereby, it can be said that these studies do not provide solutions like the others¹⁰⁰.



Figure 3.11. The map of Colonel Tahir Bey
(Source: BOA. 2212.74.20)

As far as it is understood from Figure 3.11, it is not a walkable road which is meant from the word "road". It is a way to collect the water that have the characteristics of canal, which will separate city from the marsh. Some of these roads are poured into the sea and in some places they are connected to İbrahim Paşa canal.

It is understood from the notes of Şerafeddin Mağmumi who came to the city at the end of 19th century that the problem of marsh still could not be solved;

¹⁰⁰ Ürkmez, "Tanzimat'tan I. Dünya Savaşı'na İskenderun," 72-78.

"The air is very heavy, humid and hot in summer, as it is built on reeds and marshes and covered with mountains consisting of rugged rocks like Kaf Mountain. Do not ask Maltese anymore! Those who are unable to escape and desperately remain in the town are distinguished by the waxy hue of their colors. Although taxation has begun to be taken from the car and the house that has been in the country and the marsh area is started to fill since a few years, a technical method is not used. So twenty years can not be finished at this rate. Up to now, only the interior and streets of the town could be filled and tiled. One cubic meter of land costs three kurus. And they told that at some point, two or three cubic meters of soil was poured out."¹⁰¹

The Aleppo governor prepared another report on December 12, 1873 and presented it to the Grand Vizier. This report says that the mineral water that is coming from the mountains is delicious and that the drinking water needs of the town should be met from here. After the negotiations the water is shared near the town and beds have been proposed to drain this water from the town to sea. Three fountains built from the edge of the town to the sea. Besides that it is written in the report that in order to fill the marsh places, the camels which transports goods to the coast is requested to bring the stone at the turns. Thus, the marshes would be partly and gradually filled. Studies have continued but cleanliness has not been achieved¹⁰².

In 1889, Baghdad Maarif Accounting officer Fehmi Efendi write up an epistle describing the places to be visited on the way to Baghdad from İstanbul to be useful to his friends. He gave the name " Haleb Tarikiyli Merahil'i Konstantiniyye " to this epistle. In this book, there is also information about marshes. "This town is neat, but because of its worse weather than the air of Basra, which is famous for its air, residing here is a violation of your health"¹⁰³.

During the drying of the marshes, soil and rock fragments were moved from Pınarbaşı area to raise the areas below the sea level. Before the filling material is transported, the remaining water is sucked through the piles in the ground. The piles were obtained from Arsuz forests. It is proposed to bring worker wagons and supplies from Europe to transport. As a result of the correspondence, the county of Aleppo stated that the construction will be done temporarily and the railway material will be in the decovil style rather than the locomotive style. The narrow-gauge railway line will consist of one cubic meter of wagons each and an iron railway length of 2500 meters (Figure 3.12).

¹⁰¹ Mağmumi, Bir Osmanlı Doktoru'nun Anıları, 239-240.

¹⁰² Ürkmez, "Tanzimat'tan I. Dünya Savaşı'na İskenderun," 80-83.

¹⁰³ Selahattin Tozlu, "Bağdat, Halep, İskenderun Yoluyla İstanbul'a Bir Seyehat (1889)", Fırat University Middle East Research Center, First Middle East Seminar, (2003): 374.

After the command issued by Sultan Abdülhamit in 1894, 24 iron wagons and 2500 meter long iron bars were imported.

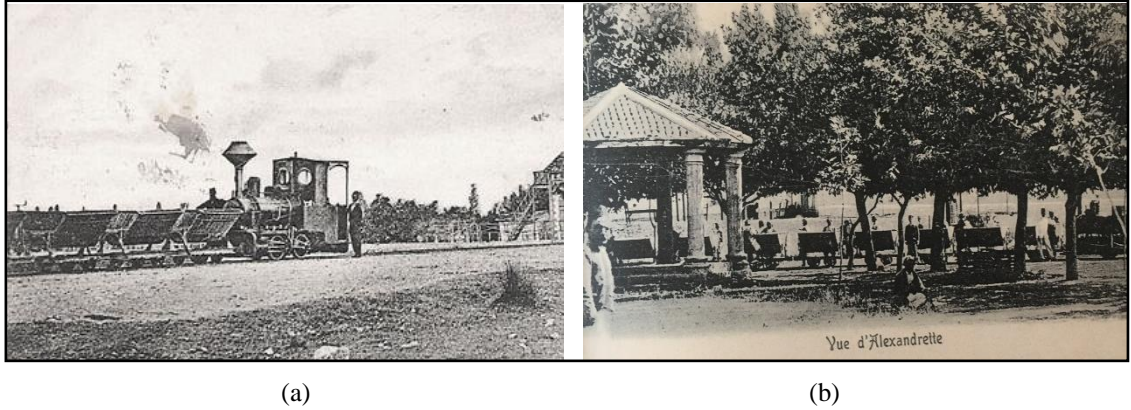


Figure 3.12. (a) Narrow-gauge railway line (Source: levantineheritage, “Alexandretta”)
(b) Environment of narrow-gauge railway line (Source: Köker, Musa Dağı Ermenileri, 91)

Raif Pasha, who is the governor of Aleppo, demanded help from Bab-i Ali in 1899, after the complaints of locals, traders and officials about the marshes. They said that corruption has been committed by Ziya Bey and marshes had not been dried. Upon this, Monsieur Sarl was sent to Iskenderun by Bab’ı Ali to conduct investigations. Upon Monsieur Sarl proposal, a new commission was set up and a map was drawn up by the commission, and a report was made (Figure 3.13). In the first phase, it was proposed to build a 2300 meter long, 10 m wide 1.80 m high set from the church of Kapta Yorgi towards the sea. With the addition of 500 m railway and 20 wagons to the narrow-gauge railway, a large set was constructed on January 22, 1899. The sewer required to drain the waters of the marshlands on the town side was completed on 6 August 1898. On the east side, the remaining 209 meters of the channel, which had previously been built at 291 meters, were built¹⁰⁴.

According to the Aleppo Province annual dated 1908 (1326 Hijri);

“The town of Iskenderun lies in the southeast direction of the bay, on the edge of a low and marshy plain. In addition, Iskenderun's air is very grave because the north of the city is covered with mountains. However, thanks to the efforts of the Marsh Commission, which has been under way since a few years, some of these marshes have been dried and others have been working to dry. That's why the town's air is healing.”¹⁰⁵

Ahmed Serif who came to the city in 1910, said about the marshes;

¹⁰⁴ Ürkmez, “Tanzimat’tan I. Dünya Savaşı’na İskenderun,” 90-97.

¹⁰⁵ Eroğlu, Babuçoğlu and Köçer, OSMANLI Vilayet Salnamelerinde Halep, 127.

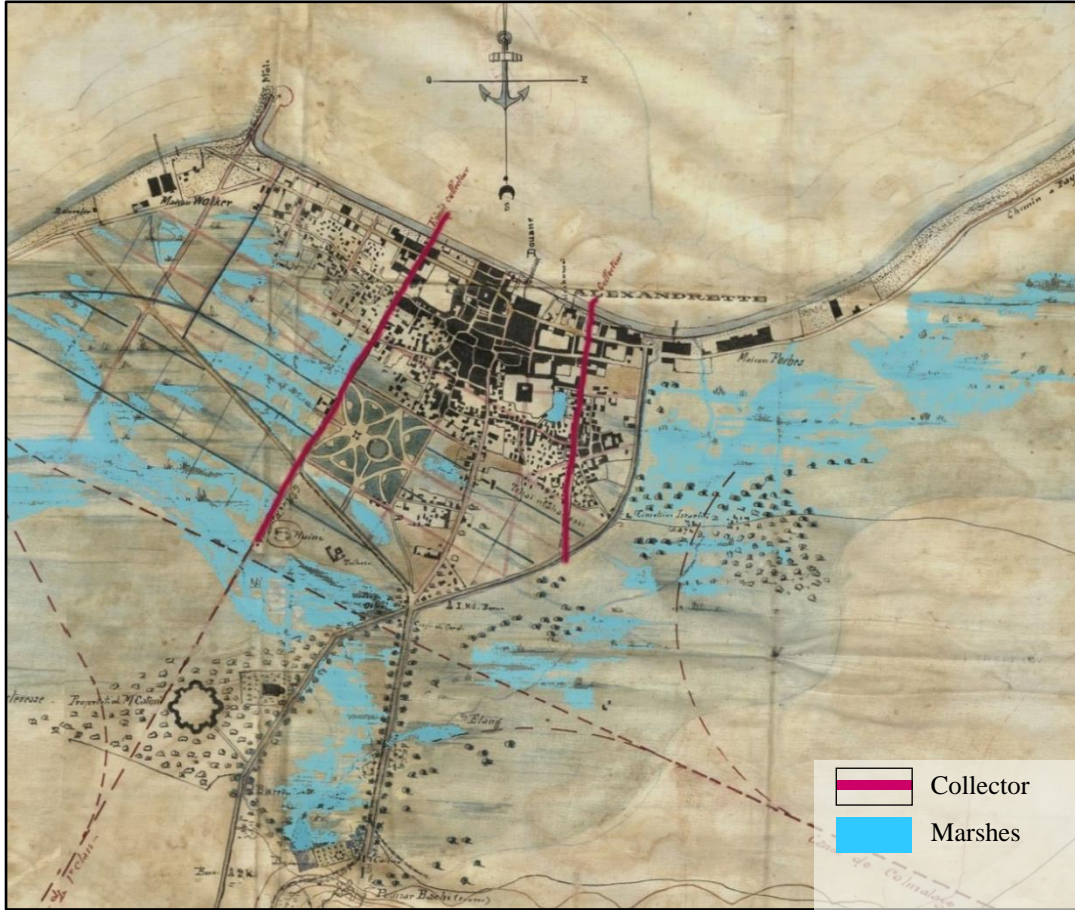


Figure 3.13. The marshes and the collectors in 1896

(Source: revised by the author from the original 1896 map at BOA. ŞD.2234.27.03)

"The marsh around Iskenderun disrupt air. The humidity is very high. The mosquitoes, which are very sharp with needles, are disturbing people even in this season. Although a company called "Marsh Drying Administration" is working to dry the marshes, it seems that this establishment that started to work quite a long time ago does not do a great deal. Many places filled with soil are still marshy with the passage of time. It is understood that the work will continue for a long time."¹⁰⁶

Hüseyin Kamil Bey who is the Governor of Aleppo prepared a detailed report on 27 June 1911. He said in the report: " Years of work and money have only served to raise the marshes by a few meters." With the repair of the Beirut-Aleppo highway, Iskenderun began to lose importance and the number of arriving passengers decreased very much. For this reason, the revenues of the marsh administration also decreased considerably. Due to financial difficulties, the work was terminated. Existing tools and equipment were scattered and many materials were left in the ground and were left to rot. As a result, the "Marsh Administration" has introduced İskenderun to narrow-gauge railway and has

¹⁰⁶ Şerif, Anadolu'da Tanin, 143.

poured tons of filling material into the marsh areas. However, due to the fact that these works were made without a proper plan no benefits were obtained, floods could not be prevented, marshes could not be dried¹⁰⁷.

3.2.2.3. Built-up Areas

While the settlement areas in the Ottoman period were very limited in the middle of the 19th century, development was observed in every respect at the beginning of the 20th century. This development can be followed by looking at the notes of the travellers and researchers and annual registrations. Magmumi said about the settlement areas;

“Those who saw İskenderun 20 years ago say that there is nothing but customs administration and 40-50 cottages¹⁰⁸ built by the locals in the reed and on four posts. Today, there is a regular neighborhood with a few hundred tiled roofed houses. There is a government office, big stores, commercials, two or three tantalum factories, a mosque, a pier where all kinds of natural products down from Diyarbakir to Baghdad and European goods are coming out . With this situation, it is surprising that it has not a regular hotel”¹⁰⁹.

According to Cuinet, non-residential buildings in Alexandrette at the end of the 19th century (real estate) are: 1 government house, 1 mosque, 2 churches, 1 synagogue and 1 armory, 41 wholesale stores, 300 shops, 14 khans, 11 bakeries, 2 night club and 13 restaurants¹¹⁰.

According to the 1326 (Christian era: 1908) dated annual of Aleppo;

“There are 5 neighborhoods in İskenderun, named as Çay, Hamidiye, Kastal, Kilise and Yenişehir. In these neighborhoods there are 1 government building, 1 military barracks, 1 aged soldiers depot, 1 police station, 2 mosques, 1 madrasah, 4 churches and monasteries, 1 synagogue, 1 hospital, 1 gas depot, 1 match store, 1 warehouse, 1 municipal pharmacy, 5 neighborhoods, 1199 house¹¹¹, 446 shops, 7 fountains, 25 stores, 17 khans, 2 baths, 20 bakeries, 21 coffee houses, 13 ginmills, 2 club, 4 restaurants, 5 licorice factories, 6 hotels, 126 lands and 2 gardens”¹¹².

¹⁰⁷ Sandalcı, İskenderun Dekovil Hattı, 292-293.

¹⁰⁸ This building type called “huğ” is explained in detail in chapter 3.2.2.3/B

¹⁰⁹ Mağmumi, Bir Osmanlı Doktoru'nun Anıları, 238-239.

¹¹⁰ Yurt Encyclopedia, “Türkiye, İl İl Dünyü, Bugünü, Yarını,” 2397.

¹¹¹ The number of House in the Aleppo Provincial Yearbook dated 1310: 550, the number of houses in the Aleppo Provincial Yearbook dated 1315: 917, the number of houses in the Aleppo Provincial Yearbook dated 1320: 934. Eroğlu, Babuçoğlu and Köçer, Osmanlı Vilayet Salnamelerinde Halep, 126, 153

¹¹² Eroğlu, Babuçoğlu and Köçer, Osmanlı Vilayet Salnamelerinde Halep, 126.

According to the information recorded by Ahmet Şerif in 1910, “the seaside of the city which was completely occupied by foreigners, was well-ordered and constructed. But the neighborhoods inside the town, where the native population lived, shows a misery view¹¹³.

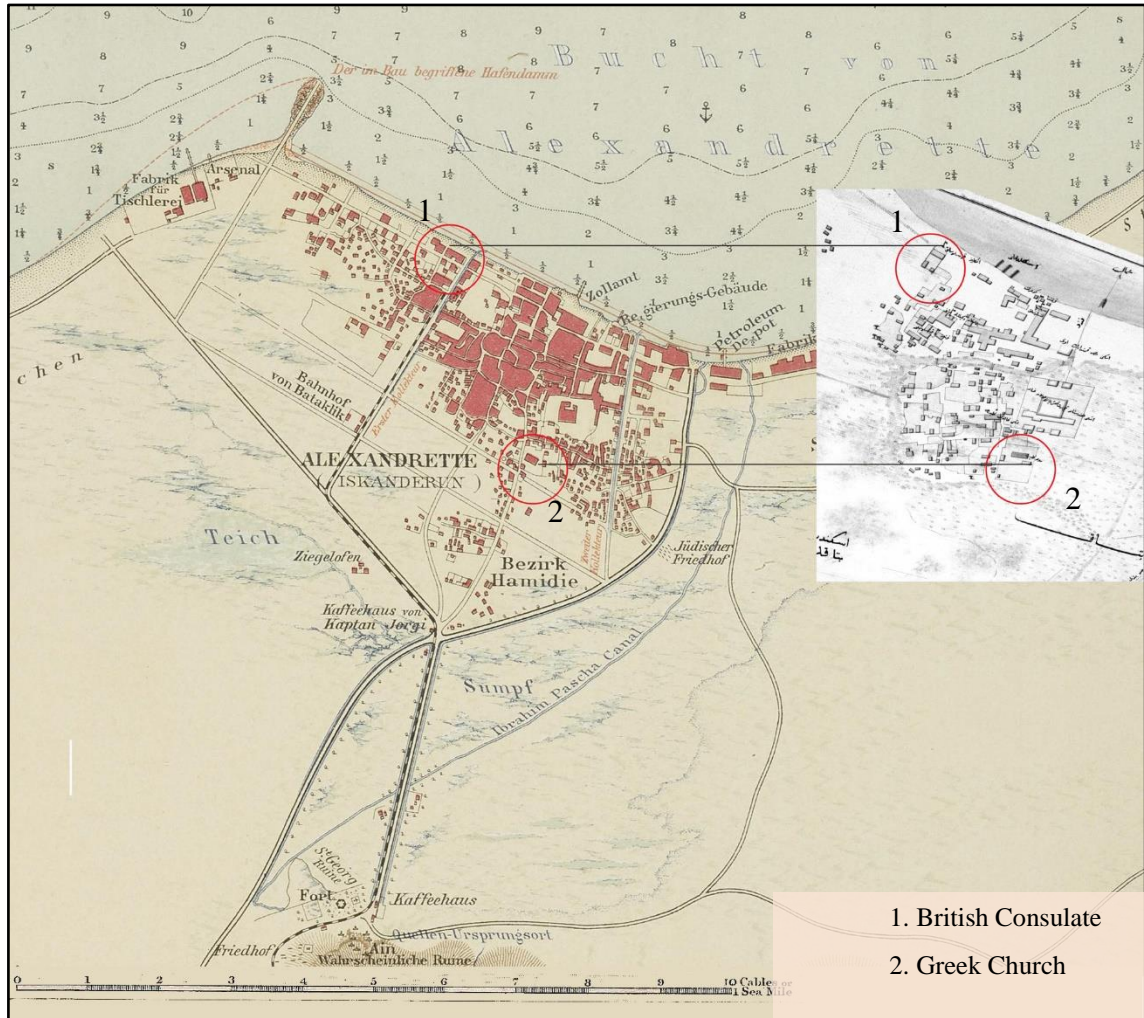


Figure 3.14. Correlation of the 1901 and 1851 dated maps (Source: Revised from the 1901 map, found in Ircica archive as cited in Sandalcı, “İskenderunDekovil Hattı” and 1851 map at BOA.İ.DH.244.14880)

This alteration which has been chronologically observed from the written sources, has been also determined by reviewing of the maps. Comparing the maps of 1916 and 1851, the border of the built-up areas on the map of 1851 was approximately scaled to the map based 1916 with the reference of the British Consulate at the northwestern end

¹¹³ Şerif, Anadolu’da Tanin, 141.

and the Greek Church at the southeastern end (Figure 3.14). According to these findings, it has been observed that the built-up areas in 1851 has been doubled in 1916 (Figure 3.15).



Figure 3.15. Built-up areas in 1851 and 1901

The gravure dates back to 1837-39, makes it possible to have an opinion about the city silhouette at that time (Figure 3.16)¹¹⁴. It attracts attention to the fact that the city has a few official buildings deciphered by hanging flags and small-scale buildings probably used as house. It is seen that while some of the buildings have hipped roofs, some of them have flat roofs. The buildings have one or two storeys.

According to the photograph taken probably at the beginning of 20th century, while there are generally available larger-scale buildings in the seaside whereas, there are

¹¹⁴ Although this photograph does not belong to the time period which has been analysed, it has been clearly understood by taking as reference the maps 1851 that the city has not largely developed in 11 years. It has been thought that it would be right to feature this photograph in order to give an opinion, due to the fact that it has not been found any photograph dated mid-19th century,

small-scale houses called “huğ”¹¹⁵ are found in hinterland (Figure 3.17). These are randomly located in hinterlands. There are generally two-storey buildings with hipped roof at the seaside area (Figure 3.18). In comparison with the gravure of 1837, the increase in built up area attracts quite attention.

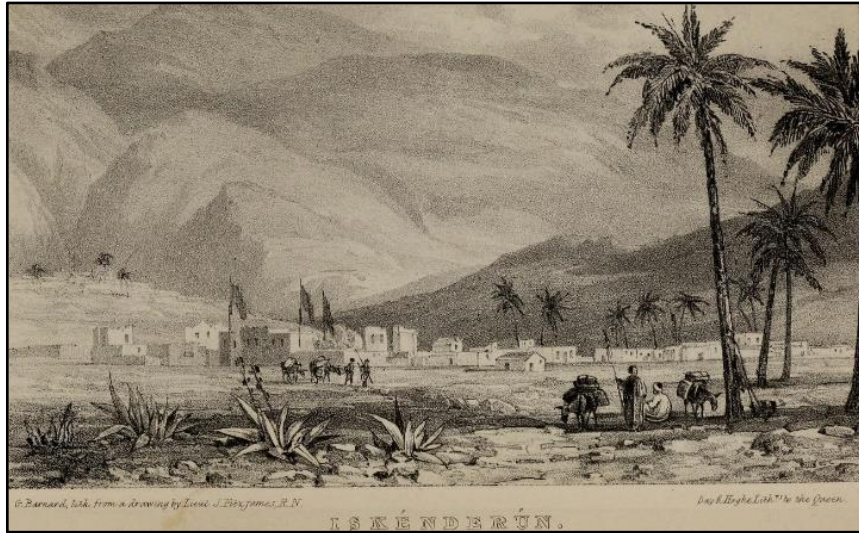


Figure 3.16. 1837 dated gravure

(Source: Chesney, *Narrative of the Euphrates*, 213)

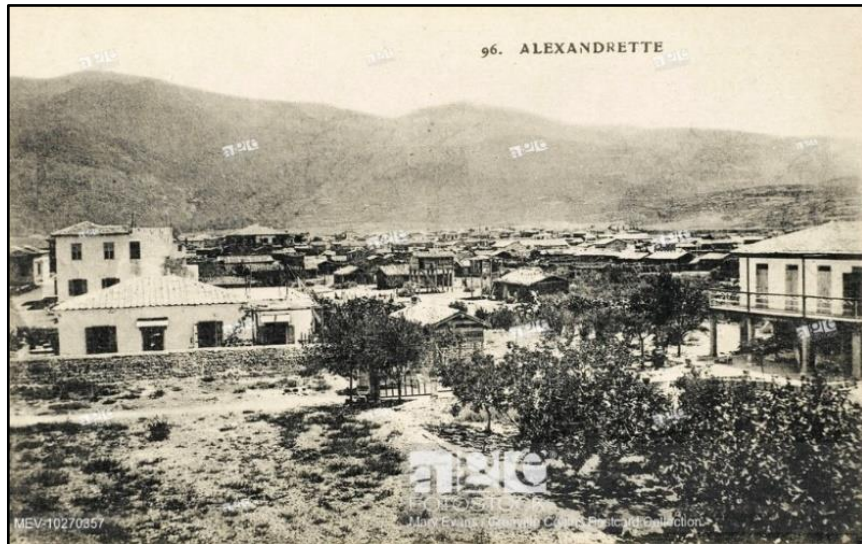


Figure 3.17. A general view of the city

(Source: agefoto, "Alexandrette.")

¹¹⁵ Huğ: It is a type of building made fully of wood, shrubs, grass and mud. Kenan Erzurum, *Kültürümüzün Kaybolan Değerleri Unutulan Geçmişimiz*, (Hiperlink Yayınları, Mayıs 2017), 205



Figure 3. 18. A view from the pier
(Source: Makzume Archive, “İskenderun postcard.”)

Built up areas has been studied in two section as Monumental and Residential buildings.

3.2.2.3.1. Monumental Buildings

Monumental Buildings¹¹⁶ and their names are mentioned on the map dated 1851 (Figure 3.19). This map enables to understand the border and scale of the built-up areas of the city around mid-19th century. There are 13 monumental buildings and smaller-scale buildings in marsches which were probably used as house. The information about old Catholic Church, Greek Church, quarantine and British Consulate and Mihayil Elyan Khan are presented in this part. There is no certain information about the construction year of Ruined Castle, but according to the information given by Evliya Çelebi, it was built in the first years of the Ottoman period¹¹⁷. It has not been found any written or visual sources related to the other buildings mentioned on this map.

The other maps reviewed in this part are 1896, 1901 and 1916 maps. The explanatory information that has been written on these three maps is important to decipher the locations and names of the monumental buildings, but it not sufficient. That is why, besides the correlation of the maps, old pictures and information that were obtained from written sources have been processed on the 1916 map (Figure 3.21). But the ruined castle and the church around it have not been drawn in 1916 map, even they are known to be in

¹¹⁶ The buildings that are used for a communal purpose, are mentioned as monumental buildings”.

¹¹⁷ For detailed information about customs house and piers see Chapter 3.2.1.

There are only two additional monumental buildings in 1916 map other than the 1901 map (Figure 1.13). These buildings are the Barrack which was constructed in 1904 and the Lighthouse. By taking into account this information, it could be made an inference that the development of the city stopped due to the problems encountered before and during the First World War. Besides, it has been noticed that not all the changes of the built environment were included on the maps. For example, the Toprakkale-İskenderun Railway Line whose construction was completed in 1913, is not included on 1916 map.

As a result of comparing the maps of 1851 and 1916, it is understood that the locations of Custom house, Old Greek Church, Mihail Elyan Khan and British Consulate were not changed. However some of them were destroyed and rebuilt or the buildings had some extensions. Observing the physical growth of the city and the variety of the monumental buildings and also the increase in their numbers, it can be said that there is a development in social and commercial life of the city.



Figure 3.20. The ruined castle and Yorgi Church in 1896 dated map
 (Source: revised by the author from the original 1896 map at BOA.ŞD.2234.27.03)

The location of a Government Office, a military barracks, two mosques, four churches, a hospital and a warehouse has been deciphered which were stated in the yearbook of 1908¹¹⁸. The location of two of the twenty-one coffeehouses, one of the four restaurants, two of the five licorice factories, one of the two baths and one of the six hotels are known. It has been reported that there are six Ottoman primary school¹¹⁹, but their locations are not known. On the other hand, the location of the schools related to the churches were detected. It is estimated that the Ottoman Primary Schools was probably founded nearby the mosques. Besides, there is a school called “Frer” belonging to the foreigners. There are also some buildings as the Ottoman Junior High School, Frer School and the consulate buildings which are not stated in the Yearbook. The area where the khans, stores and shops are located, has been determined with the help of photographs. However, the names and locations of only two khans are certainly known. No sources could be found related to the synagogue, gas depot, madrasah, municipal pharmacy, thirteen taphouses, 2 clubs.

The built-up areas have been classified by their functions and evaluated accordingly (Figure 3.22). The administrative district is located on the coastline and around. There are Government Office, Customs Office, Consulates and Post Office in this district. There is a commercial district associated with the commercial administrations on the south side of administrative district. The khans, stores and shops are located at commercial district. There are also two hotel buildings with accommodation and commercial functions. Besides, a bath is located at the same area, as well. The factory buildings which are located on east and west side of the city center and at the coastline, have industrial feature. The houses are randomly located in hinterlands.

Four churches and two mosques are spread throughout the city. One of the churches is located on south side and out of town. While one church is located inside of the residential district, the other two are located between the residential and administrative districts (Figure 3.22).

While one of the two mosques is located among the shops in commercial district, the other one is located inside of the city where the houses are found (Figure 3.22). Education buildings are generally located at the gardens of religious structures. The detailed information about the monumental buildings on the map is included in this chapter.

¹¹⁸ Eroğlu, Babuçoğlu and Köçer, Osmanlı Vilayet Salnamelerinde Halep, 126.

¹¹⁹ Eroğlu, Babuçoğlu and Köçer, Osmanlı Vilayet Salnamelerinde Halep, 126.

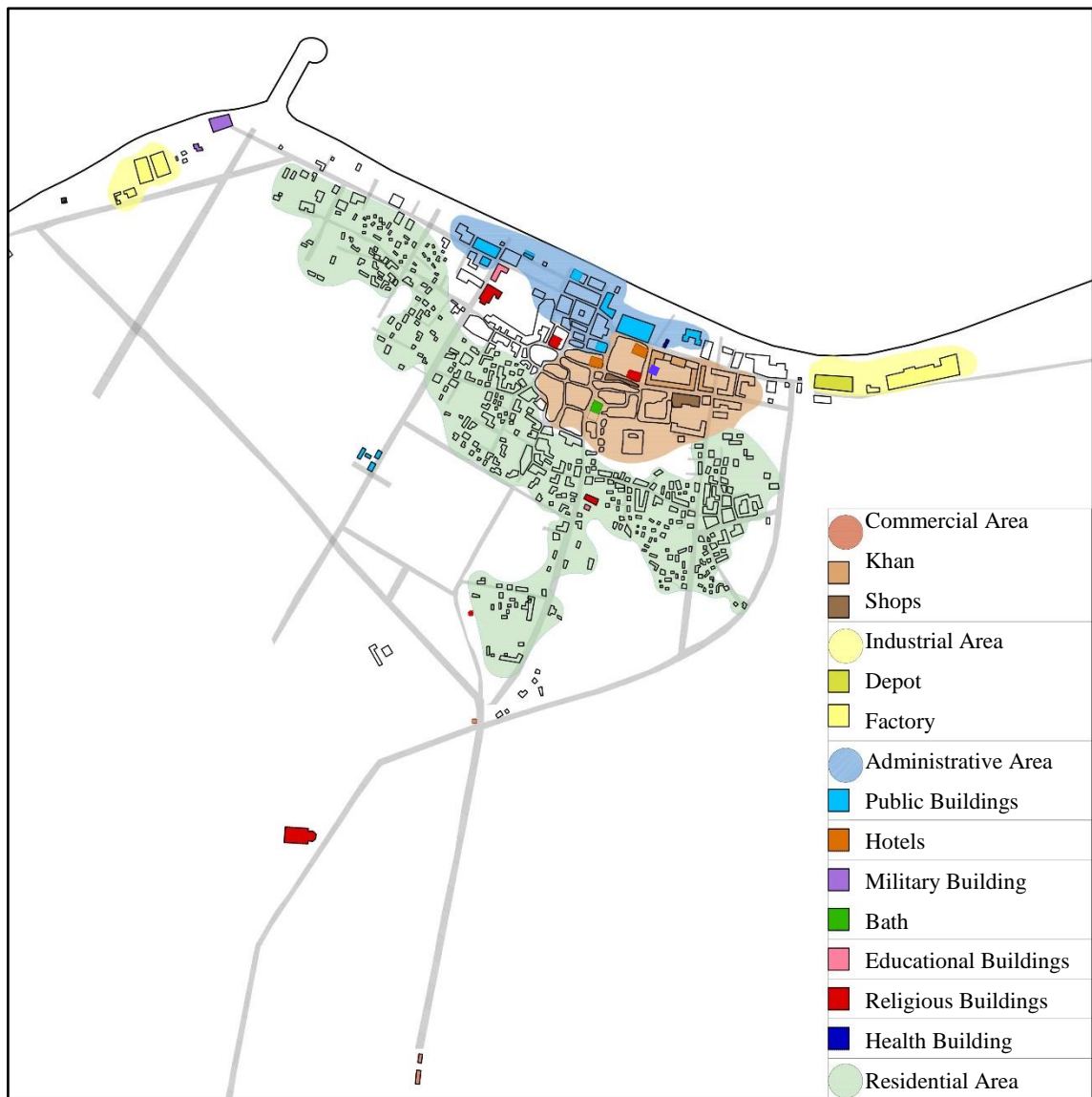


Figure 3. 22. Functional analysis of the city in 1901

Italian Catholic Church

It was built out of reed and wood by Franciscans who arrived in the region in the year 1750. The Franciscans who was lived in poverty, had no other furniture except the dinner table in their churches. The interior of the church was constantly filled with rain water. For this reason, it was requested a construction of a church by the French acting ambassador Benedetti on 3rd April 1855 and this request was confirmed. It is known that it has not been found any suitable place and sufficient amount of stone around for the

construction of the Church. This problem was solved by using the stones of ruined Tower and the construction was finished in 1855¹²⁰.

It could not be found any written source about the location of the Church. However, the building with a cross on the map 1916 (Figure 3.23) must be Catholic Church. Accordingly, the Church was built nearby the seaside but not in its old place. The accuracy of this information has been approved by comparing with the French maps and today's maps.

It was taken steps in order to build another building into the church garden in 1891. This request was approved providing not to be converted the church into a school in 1896 and then its construction started¹²¹.

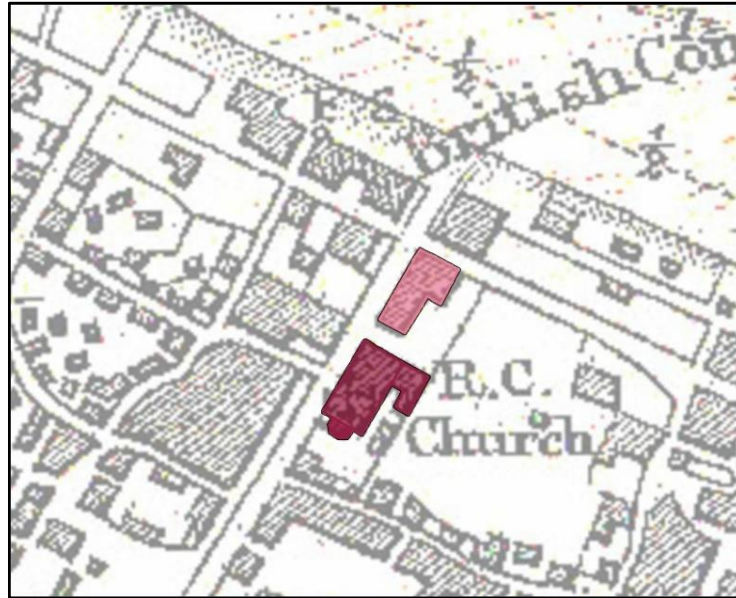


Figure 3.23. The map of Italian Catholic Church

(Source: revised by the author from the original 1916 map at National Library of Turkey, Hrt 1994 D 859)

The building raised with four steps was oriented in the direction of northeast – southwest direction. It is seen by looking at the photograph that the building was built attached to the one side of the church. The central nave span of the church with three naves is larger than the other two (Figure 3.24). There are five arch in frontage of the building. There are three windows on the other two sides of the symmetric building. The abscissa of the building has a polygonal projection and there are also three windows in

¹²⁰ Ürkmez, “Tanzimat’tan I. Dünya Savaşı’na İskenderun,” 192-193.

¹²¹ Ürkmez, “Tanzimat’tan I. Dünya Savaşı’na İskenderun,” 193-196.

this part. According to the plan, it is seen that there is a dome before the origin of the abscissa. However, this dome was not available in old photographs. It is thought that it might have been modified during its construction. This building is a high structure with two rows of windows. All the windows are twin-arched. While there is only one from the two rows of twin windows in the dome section, there are three smaller and also twin-arched windows in the top grade (Figure 3.25).

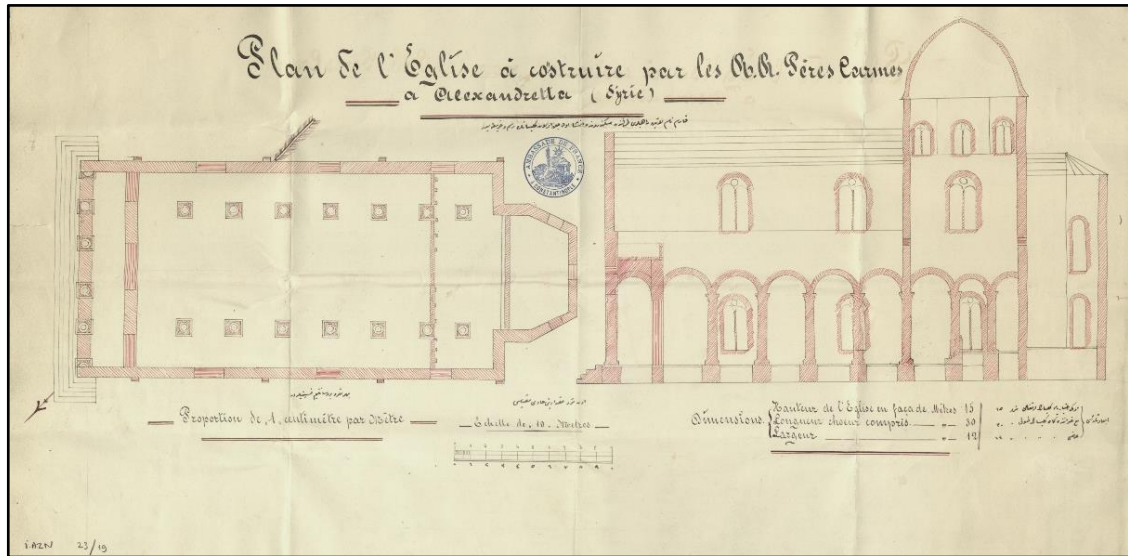


Figure 3.24. The Drawings of Italian Catholic church

(Source: BOA, İ.AZN.23.19)

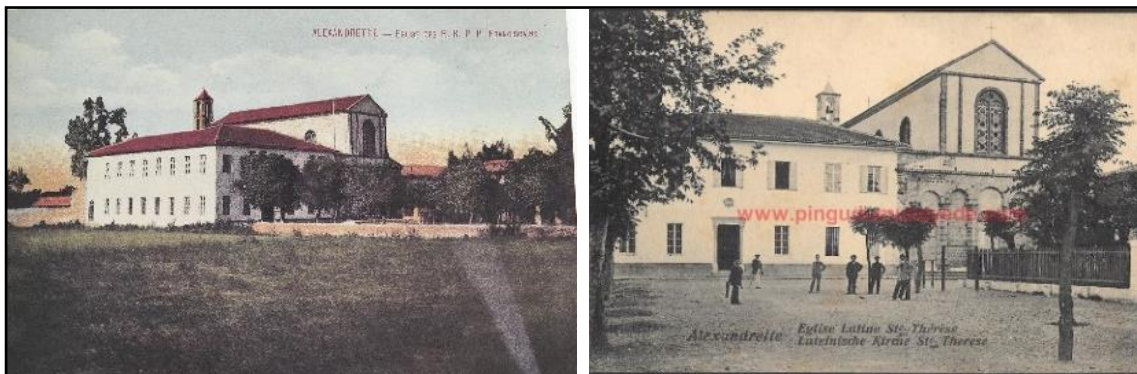


Figure 3.25. (a) Italian Catholic Church (Source: Köker, Musa Dağı Ermenileri, 97)

(b) Italian Catholic Church (Source: pingudumuzayede, "Alexandrette".)

The Greek Orthodox Church

It could not be found detailed written information about the The Greek Orthodox Church which is included in the map of 1851. In comparison to the map of 1916 (Figure 3.26) it is observed that there is a building in similar location. According to the information found in Cultural Inventory, The Greek Orthodox Church was built in 1876. Thus it can be assumed that the church is included on the map 1851, was destroyed and the new one was built in the same place.

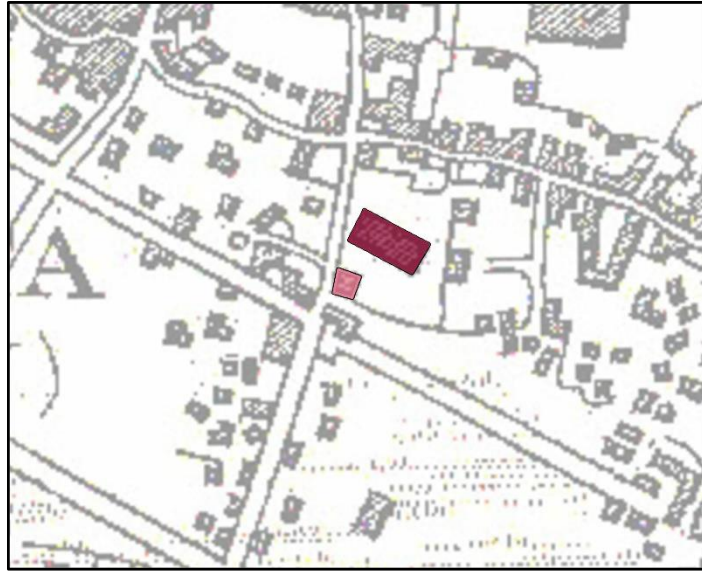


Figure 3.26. The map of Greek Orthodox Church

(Source: revised by the author from the original 1916 map at National Library of Turkey, Hrt 1994 D 859)

It has a basilica plan with three naves. The naves are separated with three columns from each other. There is one door for each on the two sides of the entrance. There are campanili seated on four column which are placed on both sides (Figure 3.27). They have a monumental appearance with the gable¹²².

The eastern front is quite modest compared to the western front which is also the entrance front. The entrance front contains triangle pediment, moldings, the cross ornaments on the campanili, double arched windows on the entrance and symmetrically placed single arched windows on its right and left side. There is a round and domed skylight located close to the end of east.

¹²² Hatay Kültür Envanteri, ed. Nilüfer Sezgin, 283

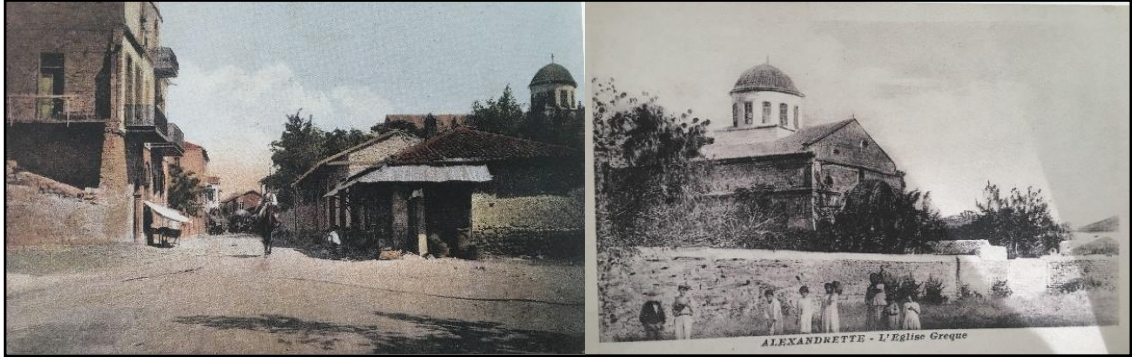


Figure 3.27. Greek Orthodox Church
(Source: Köker, Musa Dağı Ermenileri, 93-94)

Quarantine Building

Although it has not been found any source related to the construction date of the quarantine building, it is known that there was some correspondence about it in 1848. A new quarantine building and quarantine scaffold was built on 8 March 1853. With increasing of trading volume, it was made a request for enlarging of the quarantine building. This request was confirmed but it could not be enlarged despite passing of ten years. Alexandretta was separated from Adana and depended to Aleppo Province in this period. It was made a new request for the quarantine building. The area between the Custom House and Government Office was reserved for building with width of 4 *arşın*¹²³ and length of 6 *arşın* and consisting two wooden room and scaffoldage. The construction of this building was approved by Sultan Abdulaziz on 12 July 1868¹²⁴.

As its plan and facade are seen in the figure, the building is a symmetrical structure consisting of an entrance hall and two opposite rooms. There are six windows in frontage of the building which has apparently a tile roof. It is not the building which is included on the 1851 map (Figure 3.19). But as it is understood from the correspondence that there was not any change of location. However, it is stated in Ottoman archives that its pier was also built near the quarantine building, the drawing of this pier is not included on the maps.

¹²³ An *arşın* is an old Turkish unit of length, about 27 inches long.
(<https://en.wikipedia.org/wiki/Ar%C5%9F%C4%B1n>)

¹²⁴ Ürkmez, “Tanzimat’tan I. Dünya Savaşı’na İskenderun,” 156-159

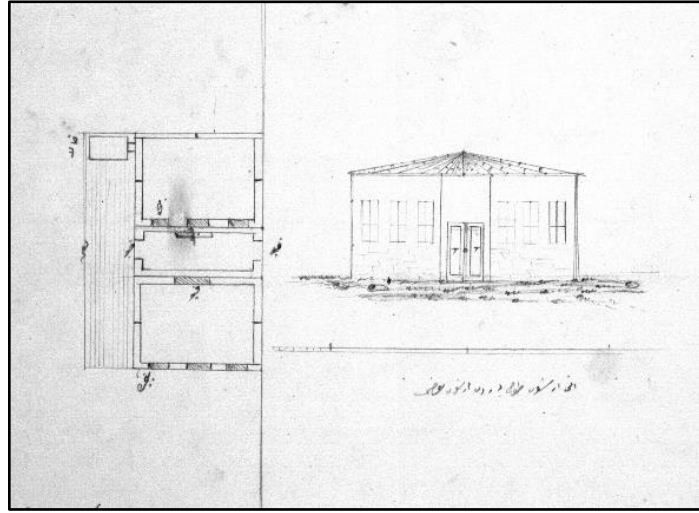


Figure 3.28. Drawings of the quarantine building
(Source: B.O.A. İ.ŞD.7/355)

It was made a request for the construction of a new pier near the quarantine building and the construction process started with the approval of Sultan Abdülhamit¹²⁵. But it could not be found any visual data related to this pier, as well.

British Consulate

There is not any information about the construction year of the British Consulate. It is in the same location on both maps dated 1851 and 1916. The northeast side of the building overlooks the sea (Figure 3.30). The entrance is in the southwest. It can be reached from the street from the round-arched doors.

There is a balcony at the middle of second floor of the frontal facing the road of the two-storey building. It can be reached to the garden in direction of sea on the groundfloor from the three ogival riwaq section. The anteroom area on the top floor is also bordered with the ogival arches. While one side of the anteroom overlooks to the street, the other side ends up wit a room. This room facing the garden has round clerestory windows. There are wooden shutters on the other rectangular windows on the groundfloor and top floor. There are piers extended along the sea from the garden of the buildings are remarkable.

¹²⁵ Ürkmez, “Tanzimat’tan I. Dünya Savaşı’na İskenderun,” 131

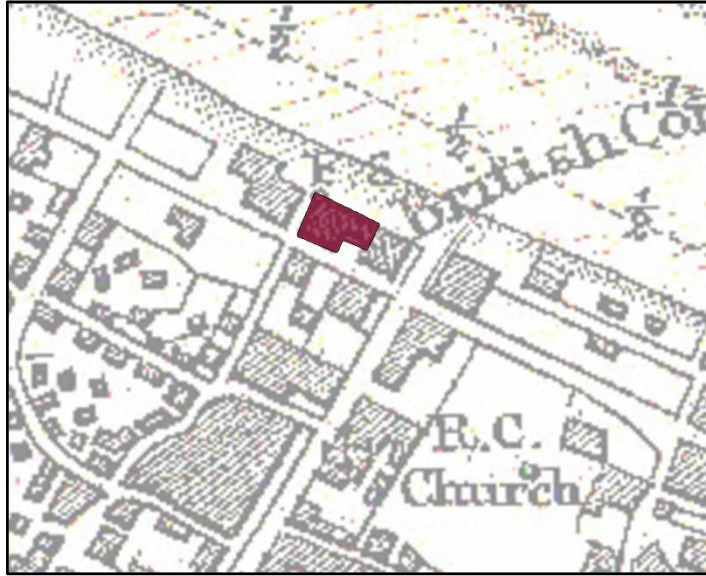


Figure 3.29. The map of the British Consulate

(Source: revised by the author from the original 1916 map at National Library of Turkey, Hrt 1994 D 859)



Figure 3. 30. British Consulate

(Source: levantineheritage, "Alexandretta")

Syria-Lebanon Bank

It is understood by reviewing the French Cadastral Maps 1928 that the building which are mentioned neither on the Ottoman maps nor in written sources, is Syrian Lebanese Bank (Figure 3. 31). It is thought that this building was built in Ottoman Period by the reason of the fact that there was a similar structure in the same location on the Ottoman Maps. Eventhough Açıkgöz defends that this building was French Consulate, it

is understood from the photographs and maps that the Consulate Building was not located here¹²⁶.



Figure 3.31. (a) Syria Lebanon Bank on 1916 map (Source: revised by the author from the original 1916 map at National Library of Turkey, Hrt 1994 D 859)
 (b) Syria Lebanon Bank on 1928 maps (Source: revised by the author from 1928 map at Kanbolat archive)

Although the entrance of the building is on the southwestern side, it can be directly reached to the second floor with the stairs on the southeastern side. There is a ‘three-arched riwaqs’ under this entrance. The entrance door on the southwestern front and the balcony overhanging the street are also arched. All the second-floor windows are rectangular and have shutters. The window architraves are designed to cover only the lower and upper surfaces (Figure 3.32).

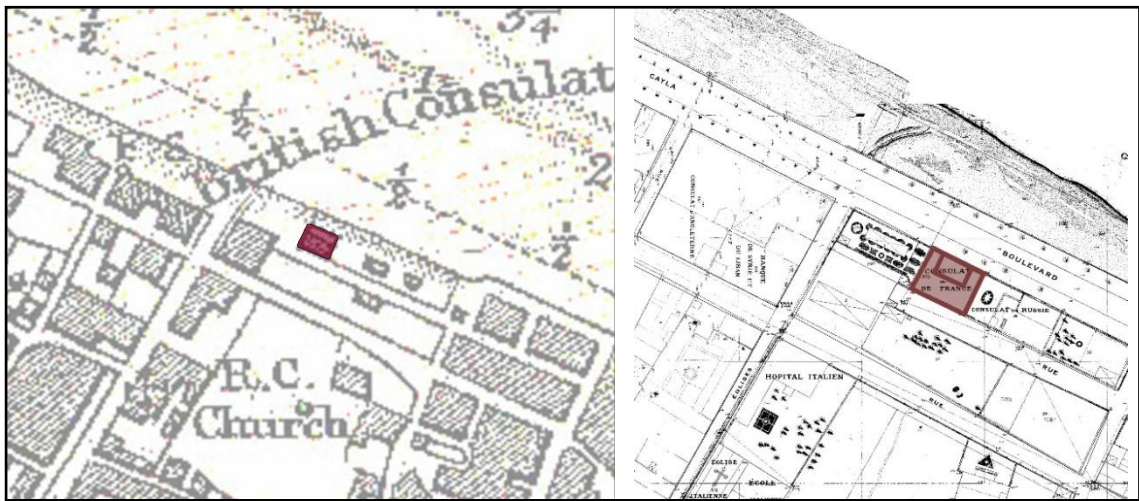


Figure 3.32. Syria Lebanon Bank
 (Date taken: 09.2018)

¹²⁶ Açıkgöz, “A Case in French Colonial Politics of Architecture and Urbanism: Antioch and Alexandretta During the Mandate”, 137

French Consulate

Although it could not be reached any written information about French Consulate, it has been located through the maps and photographs. Its location on the map 1851 is not same as the location on the map 1916. It has been located on the map 1916 utilizing the map of French Period (Figure 3.33). It is a U-shaped structure located at the seaside in the northeastern of Italian Catholic Church. In consideration of these features, it could be located also in the photographs.



(a)

(b)

Figure 3.33. (a) French Consulate on 1916 map (Source: revised by the author from the original 1916 map at National Library of Turkey, Hrt 1994 D 859)
(b) French Consulate on 1928 maps (Source: revised by the author from 1928 map at Kanbolat archive)

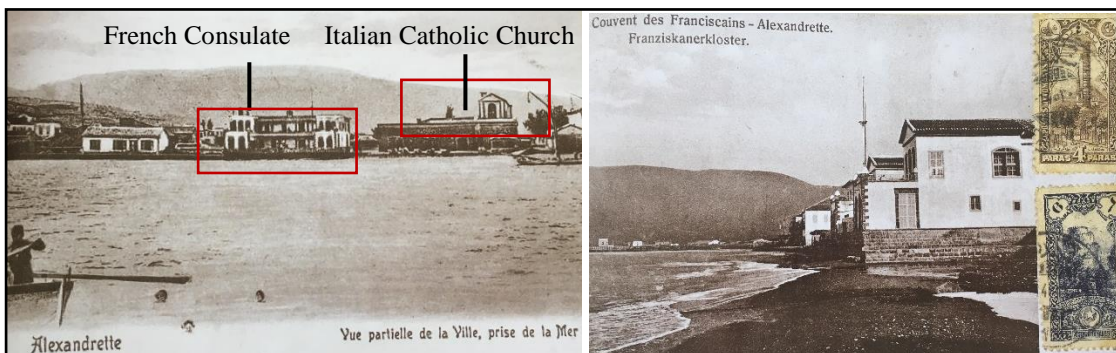


Figure 3.34. French Consulate
(Source: Şehri Hatay, 161,167)

The window and door openings facing the sea are arched in the annexes which put the building into U – form. There are three arches in each annex on the second floor and two arches on the ground floor. There are various sizes and shapes of windows. There are rectangular, square and depressed arched windows on the western front. The roof of the building which has dentate architrave on the quoins of the ground floor, has been added later. In the light of the information stated in photographs, it has been noticed that this building was also used as French Police Office (Figure 3.34).

The Government Office

There are different information in the written sources about the construction year of the Government Office included on the maps 1896 and 1901. The year of its construction is stated as 1910 in the Cultural Inventory¹²⁷ but it can be said in consideration of the maps that this information is not correct. It is indicated that there is a stone-built Government Office at the seaside in Mağmumi. According to Cuinet, the Government Office was one of the real assets of Alexandretta at the end of the 19th century¹²⁸. According to Ürkmez, the first steps related to the construction of the Government Office were taken in 1866. It was planned to build a Government Office and beside a telegraph office consist of three rooms (Figure 3.35). But this request was refused, due to the fact that there was not enough money in order to spend for this building¹²⁹.

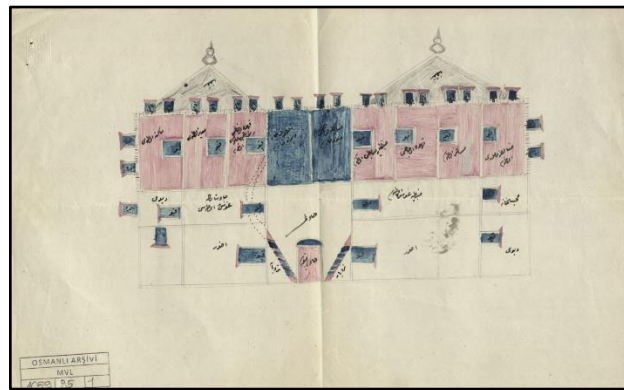


Figure 3.35. Drawing of the telegraph office building proposed to be built.

(Source: BOA MVL.1059/95)

¹²⁷ Hatay Kültür Envanteri, ed. Nilüfer Sezgin, 310

¹²⁸ Yurt Encyclopedia, "Türkiye, İl İl Dünyü, Bugünü, Yarını," 2397.

¹²⁹ Ürkmez, "Tanzimat'tan I. Dünya Savaşı'na İskenderun," 79

It is observed that Government Office was not built even in 1879. It was made a request for this building again by sending a writing to Sadaret. It is stated that different buildings were rented for telegraph office, municipal finance and zaptiahs. However, the construction process of the building could not be started due to the overspending during estimating. The local government made a request one more time in 1883. It is calculated that these expenses could be covered by using the two-year hire purchases and selling some part of the lands belong to the Government. The construction of Government Building was finally started in the years of 1884-85 and it was completed in 1887-88 (Figure 3.36). The building was built in alignment of custom office at the seaside¹³⁰.

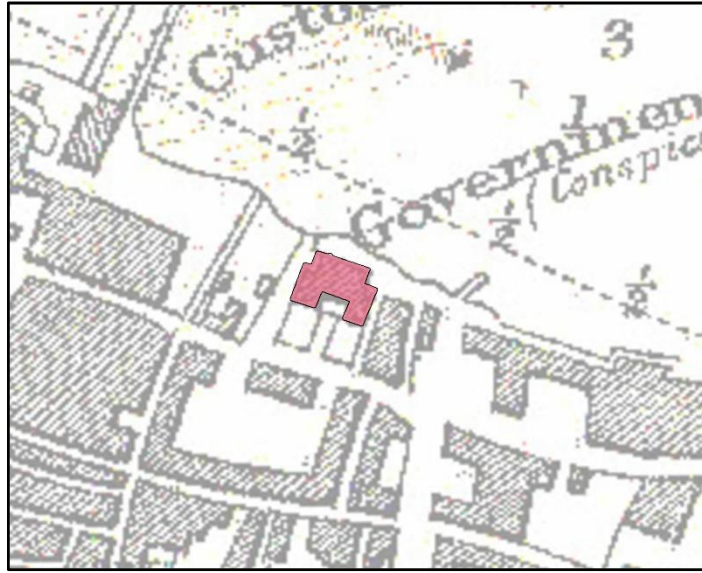


Figure 3.36. The map of government office

(Source: revised by the author from the original 1916 map at National Library of Turkey, Hrt 1994 D 859)

The building is two-storey and U-shaped. It is a simple and modest structure which has rectangular windows (Figure 3.37). The entrance to the symmetrical building is provided from the courtyard located between the two annexes of the building in the south front. There is a roof molding which close the roof ending.

¹³⁰ Ürkmez, "Tanzimat'tan I. Dünya Savaşı'na İskenderun," 145-148

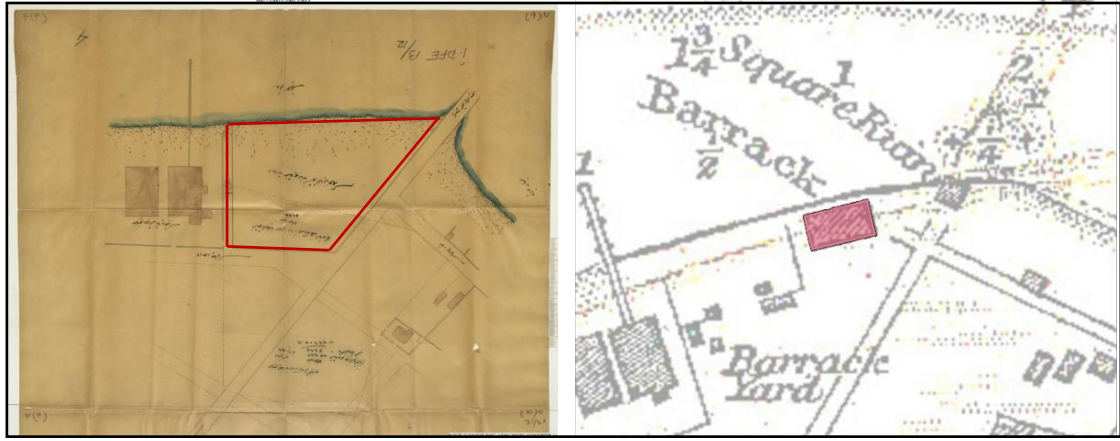


Figure 3.37. Government office
(Source: Ircica Library, “İskenderun.”)

Barracks Building

Alexandretta was a one of the centers of redif battalion and the soldiers were dispatched from this place. Therefore, the city was in need of a Military Barracks. Especially the number of the dispatched soldiers increased to 1000 during the Battle between Ottomans and Greeks in 1897 and the rented khans and Eygyptian İbrahim Pasha Mansion remained incapable in this period. The soldiers had to spend the night in barns, storehouses and even on the streets. It was noticed to proceed to the construction of Barracks building only in 1899 because of the financial difficulty. Afterwards, it was come out that some part of the land area designated for construction, were assigned to Husnu Effendi for a fee of 150 kurus in exchange for its cultivation in 1875. The other part of the land area, on the other hand, were also assigned to Belfanti Family with the same condition. These landowners were claimed possession on related land areas although they cultivated them for many years. These claims were discharged by way of paying the land price and allocation an equivalent land. Another problem came up after the construction process started. The Barracks would be built next to the Lighthouse and this would cause to reduce the effect of the light. For this reason, it was decided to transfer the Lighthouse to another place later. The Barracks building was brought into use in 1904 although it was not wholly completed¹³¹.

¹³¹ Ürkmez, “Tanzimat’tan I. Dünya Savaşı’ na İskenderun,” 148-153.



(a)

(b)

Figure 3.38. (a) The map showing the land of barracks. (Source: BOA.İ.DFE.13-1320/C.04)
 (b) The site plan of the barracks building (Source: revised by the author from the original 1916 map at National Library of Turkey, Hrt 1994 D 859)

As it is stated in Hatay Cultural Inventory, this building was built in 1923¹³². But the source of this information is not indicated in it. It is seen on the map 1916 that the building has been located at its current position (Figure 3.38). The photograph dated 1925 is the earliest dated photo related to the building. For this reason, it is thought that this building was destroyed and rebuilt at the same location or the date which stated in Inventory is not correct.



Figure 3.39. Barracks building
 (Source: Pingudumuzayede, “İskenderun.”)

¹³² Hatay Kültür Envanteri, ed. Nilüfer Sezgin, 289

The entrance to the symmetrical and rectangular building is provided from arched riwaq in the middle. The same arched riwaq is placed also in the back front of the entrance. The floors are separated from each other with a molding in two storey building. The roof moldings, white architraves and quoins are remarkable. All the window architraves are depressed arched (Figure 3.39).

Licorice Factories

Licorice was an income-generating product in Alexandratta at the end of 19th century. A factory belong to American Stamford Walter was founded between the years of 1884-85. A wooden pier was built one year later. The Lighthouse located next to this factory lost its effect after the Stamford Company enlarged its store and warehouse area in 1891. In order that demand of licorice increased in Europe and America in 1892, Monsieur Lederner built also a factory and a wooden pier. The trading volume of the licorice increased in 1897. The number of the pack animals which used Belen Strait, reached almost 500.000. About 60.000 of these animals carried licorice. Thereupon, Monseur Düik from the English Forbes Company established also a factory in 1899 and built a pier whose piles and beams made of iron and floor made of wood. The number of licorice factory increased to four after one more factory was built by a man called Yosef Sayağ in 1900. Toma Ehan bought a land area and built also a licorice factory and gave a start for a pier construction in 1916 (Figure 3.41). But the construction of this pier was stopped because it was illegal. However, all the other factories had a pier in front of them. After the negotiations with Sadaret, it was decided not to be destroyed the piers which were already built but also not to be given permission for a new one. Furthermore, it was started some working for a big port facility in the region but it could not be put into practice. These factories were active until the First World War and then some of them were gone out of business¹³³.

As a result, five licorice factories were built in the Ottoman Period. This number is correct according to the Yearbook dated 1908¹³⁴. But only two of these factories could be located on the maps (Figure 3.40). These are Stamford Walter and Forbes Factories.

¹³³ Ürkmez, "Tanzimat'tan I. Dünya Savaşı'na İskenderun," 435-449

¹³⁴ Eroğlu, Babuçoğlu and Köçer, Osmanlı Vilayet Salnamelerinde Halep, 153

Although the building belong to Forbes Company has been shown as a licorice factory on the map 1908, it has been shown as black tea factory on the map 1916.



Figure 3.40. (a) The map of Walter Licorice Building (Source: revised by the author from the original 1916 map at National Library of Turkey, Hrt 1994 D 859)
 (b) The map of Forbes Licorice Building (Source: revised by the author from the original 1916 map at National Library of Turkey, Hrt 1994 D 859)

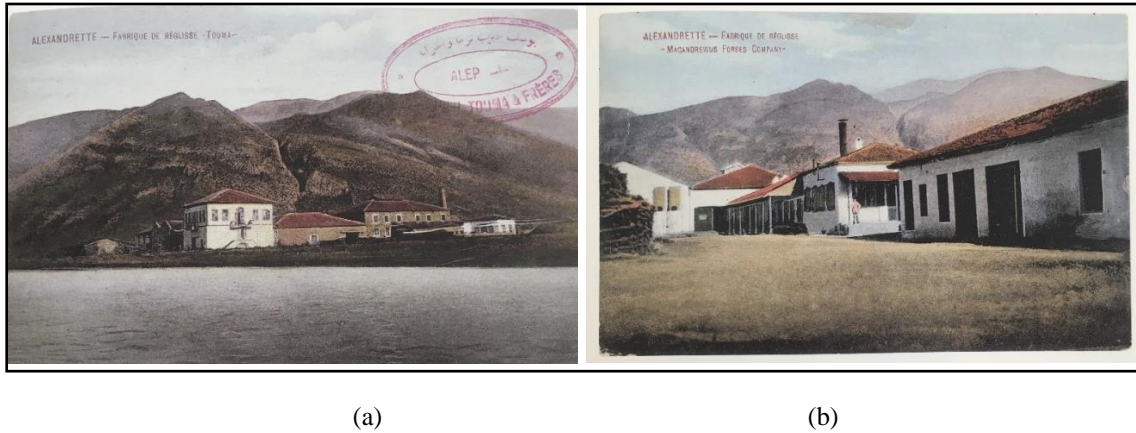


Figure 3.41. (a) Touma Licorice Factories (Source: Köker, Musa Dağı Ermenileri, 106)
 (b) Forbes Licorice Factories (Source: Köker, Musa Dağı Ermenileri, 107)

Petroleum Depot

Ahmet Necati Efendi discovered a petroleum well around Çengan village, close to Alexandretta. Afterwards, some samples were taken from this well and they were sent to İstanbul in order to be analysed by the chemist Moreau and consequently he received a conclusive result. Therewith, Necati Effendi applied to the Palace and made a request for a royal prerogative in order to be worked out this well and built factories and laid

pipes from the petroleum outlet up to the pier. This request was certainly approved by Sultan just on 23 June 1889 because of the objections. Necati Efendi and the merchants with whom he was in cooperation, applied for establishing a petroleum company with headquarters in İstanbul. The name of the company to be established was “Anatolian Petroleum Gas Company”. This company was established with the approval of Sultan Abdulhamit on 7 June 1890. Although, the company was established on this date, the operations for petroleum drilling was started after 3 years. It was made an Agreement with Alexandretta Oil Company for operating the petroleum well but this agreement was terminated on 12 February 1916 due to the fact that it could not be received a satisfactory result¹³⁵.

There is a building with a pier called petroleum depot on the maps 1901 and 1916. It is not known whether the petroleum was transferred here from the Cengan Village mention above. It is likely that the petroleum was transferred through the laid pipes or another source was found for it (Figure 3.42).

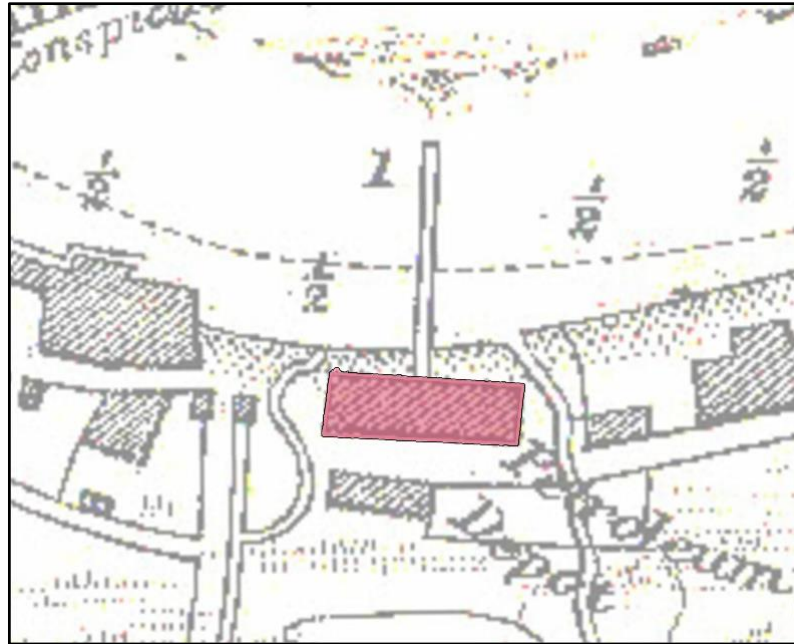


Figure 3.42. The map of petroleum depot

(Source: revised by the author from the original 1916 map at National Library of Turkey, Hrt 1994 D 859)

¹³⁵ Ürkmez, “Tanzimat’tan I. Dünya Savaşı’na İskenderun,” 449-454.

Kaptan Paşa Mosque

According to its inscription it was built in 1864. It has a minaret risen up over the square pedestal. It has been used two colored face stone. The cone of the minaret with one balcony was made of stone. It is understood from the photographs that the street bearing its own name was used intensively and there were stores placed along it. It has been not found any record related to a mosque building in the town before this date. The map dated 1851 does not include any mosque.

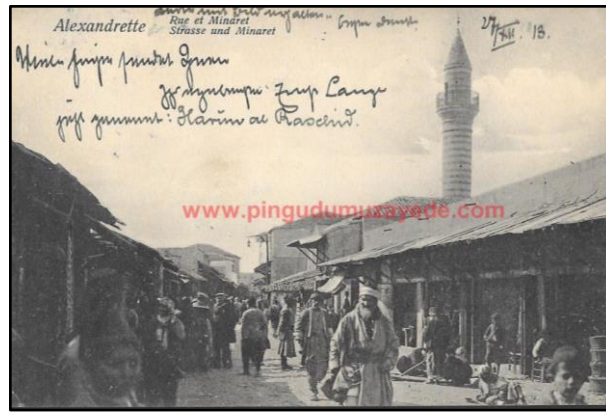


Figure 3.43. Kaptan Pasha Mosque
(Source: pingudumuzayede, “İskenderun”)

The minaret of mosque, the stores on the mosque street and the native population are remarkable in 1913 dated picture (Figure 3.43). As it is seen on the map dated 1916 (Figure 3.44) that the mosque was built attached to the shops.



Figure 3.44. The map of Kaptan Pasha Mosque
(Source: revised by the author from the original 1916 map at National Library of Turkey, Hrt 1994 D 859)

Shops

The stone-built stores which are located at the bazaars around the Mosque of Kaptan Pasha, have arched openings. While the inclined sections of the arches are covered with wooden, the remained rectangular sections are closed with wide-leaf doors. While most of the stores have hipped-tiled roofs, some of them have flat roofs. There are awnings made of roof tile or sheet metal on front sides of the stores facing the street (Figure 3.45).



Figure 3.45. The 1915 dated photograph that shows the bazaar area
(Source: Hatay Metropolitan Municipality, Şehri Hatay, 202)



Figure 3.46. The 1950 dated photograph that shows the stores
(Source: Mursaloğlu, "Zaman İçerisinde İskenderun,"29)

Khans; Mihail Elyan Khan and Gazali Khan

According to the notes of Evliya Çelebi, there were not any buildings as mosque, khan and bath in 16th century in Alexandretta. There is also not any information about the construction year of the khans in the city. However, according to the notes included on the map dated 1851, there was a khan of Bazırgan Deputies in the town. There is also a building called house which was an old Indian trading ruin. However, the large size of the structure and the using of the word “trading ruin” show that it could be an intricacy khan which had a trade function before. There is a building whose shape and location are similar with Mihail Elyan Khan on the map 1851. For this reason, it is thought that this building was built before the year of 1851. According to Cuinet, there was 14 Khans as immovable at the end of 19th century¹³⁶ and it is also indicated in the notes of Mağmumi that there were trading houses. According to the Aleppo Provincial Yearbook¹³⁷ dated 1326 AH (1903 AD), the number of khans in Alexandretta on this date were 17. In the light of these information, it can be remarked that many of the khan buildigs were built after mid-19th century. The Gazali Khan must be one of them (Figure 3.47).

Mihail Elyah Khan is a two-storey building located around a courtyard. The ground floors are used as store and the top floors for accommodation. Gazali Khan, on the other hand, is a single-storey building and has a central courtyard. The front sides facing the streets are used as shops (Figure 3.48)¹³⁸.

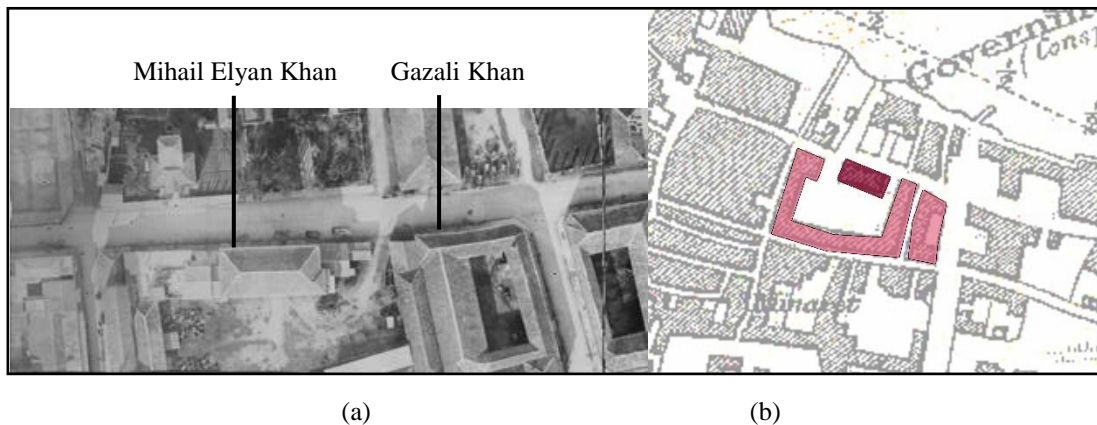


Figure 3. 47. (a) Aerial photo of the Mihail Elyan Khan and Gazali Khan (Source: Kanbolat Archive)
(b) The map of the Mihail Elyan Khan and Gazali Khan (Source: revised by the author from the original 1916 map at National Library of Turkey, Hrt 1994 D 859)

¹³⁶ Yurt Encyclopedia, “Türkiye, İl il Dünü, Bugünü, Yarını,” 2397.

¹³⁷ Eroğlu, Babuçoğlu and Köçer, Osmanlı Vilayet Salnamelerinde Halep, 153

¹³⁸ Candan Ülkü, “İskenderun’da İki Şehir İçi Hanı” Sanat Tarihi Dergisi 12 no.12 (2003), 124



(a)

(b)

Figure 3.48. (a) Mihail Elyan Khan (Source: levantineheritage, "Alexandrette.")
 (b) Gazali Khan (Source: Musraloğlu, "Zaman İçerisinde İskenderun,"25)

New Bath

Its inscription is not available. It was designed as double-bath. Both of two sections consist of changing room, tepidarium and frigidarium. While rubble stone was used on the main wall, smooth-faced stone was used on the arches and domes. Typologically, it is possible to see all the features of Ottoman Bath architecture in this bath. It attracts attentions to the fact that there is not an attentive workmanship in the building technique. It is deduced from the foundation certificate-charter of Hacı Ahmet Efendioğlu Hüsnü Bey dated 1901 that this bath was rated as a foundation property. It is understood that this bath was exist before the printing date of this foundation certificate-charter and was a revenue generating property. In this case, the bath must be built earliest at the end of 18th century and at the beginning and 19th century¹³⁹.

According to Eravşar, the structure built at the end of 18th century and at the beginning of 19th century could not be located on the map 1851. Taking the current location and plan measures of the new bath into consideration, the structure which is likely to be a bath, is marked on the map 1916 (Figure 3.49). In this case, it is thought that the dating of Eravşar might be wrong. The structure must be built between the dates of 1851-1916.

¹³⁹ Osman Eravşar, "İskenderun Yeni Hamam" *Istem* 2, no:3(2004): 153-158



Figure 3.49. The map of new bath

(Source: revised by the author from the original 1916 map at National Library of Turkey, Hrt 1994 D 859)

Greek Yorgi Church

The Orthodox Church called also Hıdır İlyas, Saint George and Marcircus is located at the wide courtyard which is reached from the round arched door¹⁴⁰. Although Ürkmez qualifies this building as Catholic Church, it is known that it is Orthodox. They got Municipal Master Builder of Alexandretta Yorgi Efendi to estimate and outline a plan for this church whose construction was requested in 1886. The construction of the Church was approved in 1889 and it was also started in the same year¹⁴¹.

According to the drawings, the length of the Church is 15 m 85 cm and the width 8 m. There are symmetrical windows on the both sides of the door with round arched architraves. It has totally 5 windows, two of them are at the bottom and three are on the top on the long facade. There is one battlement on the short front and one large round arched window on the ground floor. There are two small round arched windows in the middle section and on the top of short façade and a wheel window between them. The ground floor window is round arched window (Figure 3.50).

¹⁴⁰ Hatay Kültür Envanteri, ed. Nilüfer Sezgin, 286

¹⁴¹ Ürkmez, "Tanzimat'tan I. Dünya Savaşı'na İskenderun," 190-192.

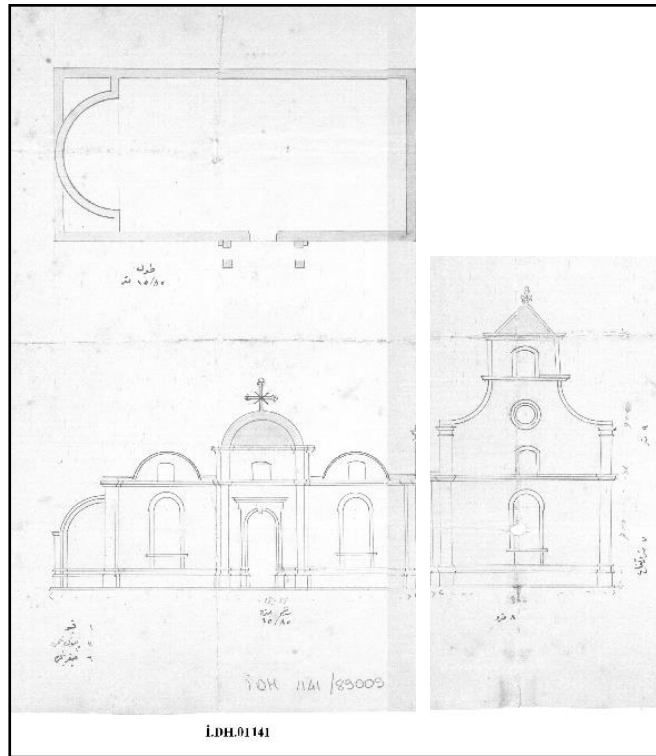


Figure 3.50. The drawings of Greek Yorgi Church
 (Source: B. O.A. İ.DH.1141/89009)

Captain Yorgi Coffee House

It is seen on the map 1916 that there is a Coffee House belong to Yorgi on the point of intersection (Figure 3.51).

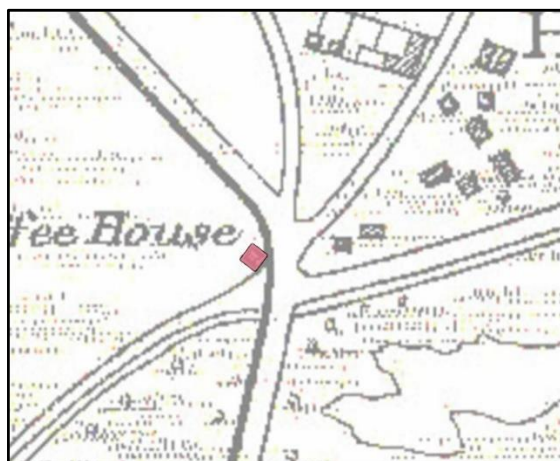


Figure 3.51. The map of Captain Yorgi Coffeeshouse
 (Source: revised by the author from the original 1916 map at National Library of Turkey, Hrt 1994 D 859)

It could not get any information about the construction year of the building. As it is understood from its name, Municipal Master Builder Yorgi had this building built. It is also understood that the light railway passed around this building (Figure 3.52).

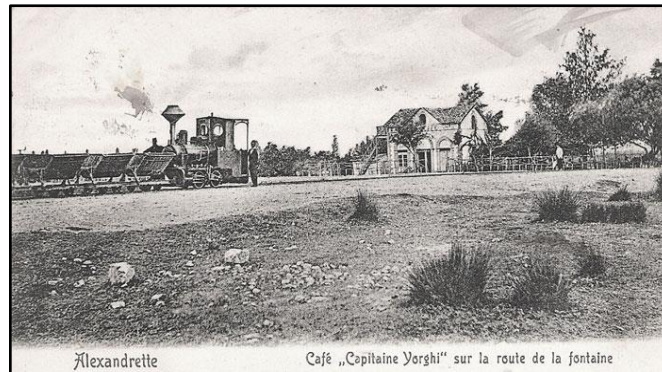


Figure 3.52. Captain Yorgi Coffeeshouse
(Source: levantineheritage, “Alexandrette.”)

Greek Catholic Church

The construction year of Greek Catholic Church which has been deciphered by reviewing the next period maps, is not known. It is a single storey building located in east-west direction. There are small shops at the south direction of the place of worship. It has depressed arch architrave surrounded to the entrance door and windows (Figure 3.53)



Figure 3.53. (a) The map of Greek Catholic Church (Source: revised by the author from the original 1916 map at National Library of Turkey, Hrt 1994 D 859)
(b) Greek Catholic Church (Date taken: 10.2018)

Hamidiye Mosque

Kaptanpasha Mosque remained incapable with the increase in population of Alexandretta. Nusayris who lived in Alexandretta after the year of 1890 also wanted to go to the Mosque. Their request had an effect on this situation. The meetings related to this subject were made in 1892. But its construction could be started just in 1901 because of shoestring budget¹⁴².

The Mosque is located on the street which is an extension of Hamidiye Street (Figure 3.54). The name of the structure is mentioned as “Cami-ı Cedid” with Hamidiye in the foundation certificate-charter of Bakizade Mehmet Hüsni Bey¹⁴³.



Figure 3.54. The Map of Hamidiye Mosque

(Source: revised by the author from the original 1916 map at National Library of Turkey, Hrt 1994 D 859)

Although the information stated in written sources related some structures show that they belong to Ottoman Period, it could not be possible to locate them on the maps of this period. However, it is mentioned in this part.

Hamidiye Hospital

The Building which was left by Quarantine, was located between the Government Office and Customs Office. The top floor of this building was turned into Hospital and

¹⁴² Ürkmez, “Tanzimat’tan I. Dünya Savaşı’na İskenderun,” 165-166.

¹⁴³ Fuat Şancı. “Hatay İlinde Türk Mimarisi.” (PhD diss, Ankara University, 2006), 682

the ground floor into pharmacy in 1897. However, a new hospital called Hamidiye Gureba Hospital was built on June 7, 1903 because the old building did not meet the need¹⁴⁴. According to the Yearbook dated 1326 AH (1908 AD), there was one hospital and one pharmacy in the town. The Hospital called “Ancien Hospital” which is also included on the French Period maps, must be this building (Figure 3.55).As it is understood from the entrance stairs, the aspect ratio and the open area of the building in the photograph, this building is the same with the building on the map and it was also used as a military hospital for a period.

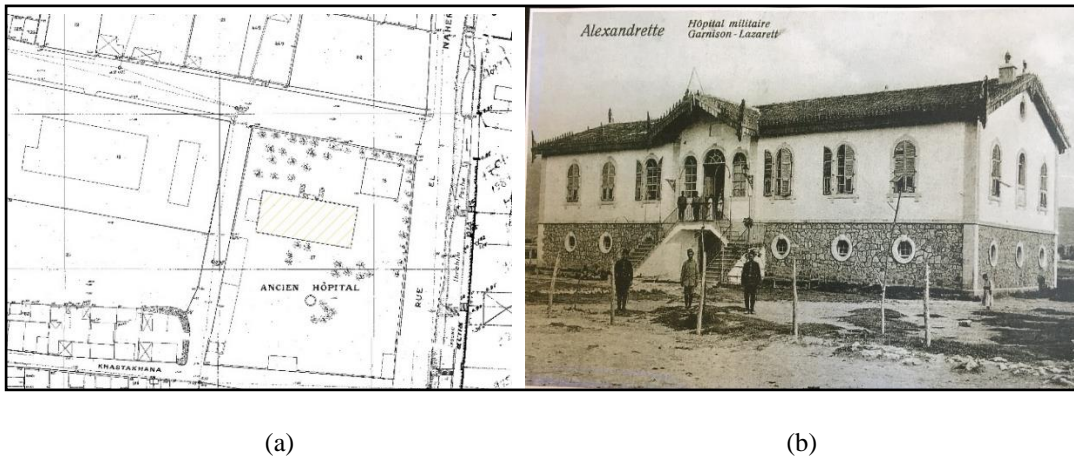


Figure 3.55. (a) The map of Hamidiye Hospital (Source: (Source: revised by the author from the original 1928 map at Kanbolat archive)
 (b) Hamidiye Hospital (Source: Mursaloğlu, “Zaman İçerisinde İskenderun,”57)

Alexandretta Frer School and Church

According to Yorulmaz, it was established in 1912 and enrolled 100 Student, although its establishment date is stated as 1901 in Cultural Inventory¹⁴⁵. It consists of three contiguous building. The middle building is two-storey and the others are single-storey. It can be reached to the back garden from the middle building. It is understood from the French Period map that there was a church building on the garden border on southern side of the building which extends along north – south direction (Figure 3.56). But, the construction year of this building is not known.

¹⁴⁴Ürkmmez, “Tanzimat’tan I. Dünya Savaşı’na İskenderun,” 162-163

¹⁴⁵Yorulmaz, “Fransız Manda Yönetimi Döneminde İskenderun Sancağı”,244, quated from ATAŞE Arşivi, a.g.k., Dosya: 13, Belge no: 62-63

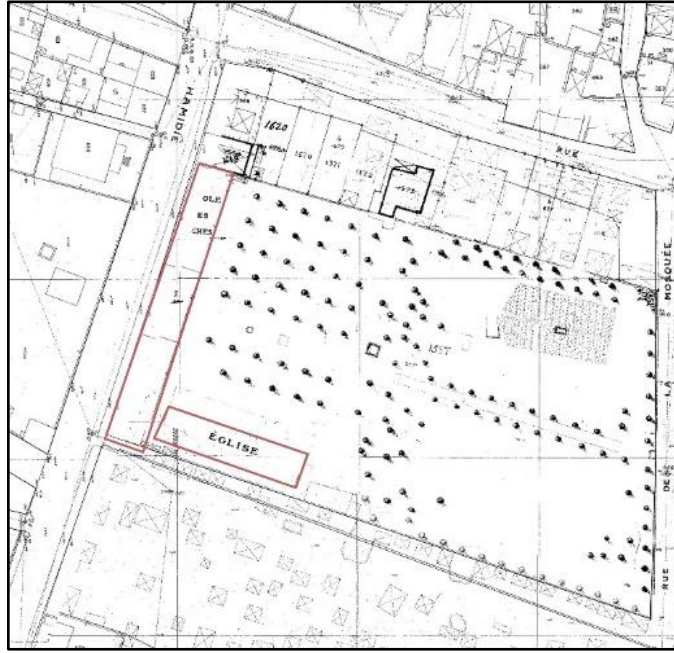


Figure 3.56. The map of school and church of Frer

(Source: revised by the author from the original 1928 map at Kanbolat archive)

Community Center

The building in the Ottoman Period Photographs was named as “cercle civil” on the French Period map. The construction date of the building could not be detected. While one part of the two-storey building has hipped-tile roof, the other part has flat roof. All the doors and windows are rectangular except the arched door on the ground floor of the square planned building (Figure 3.57).

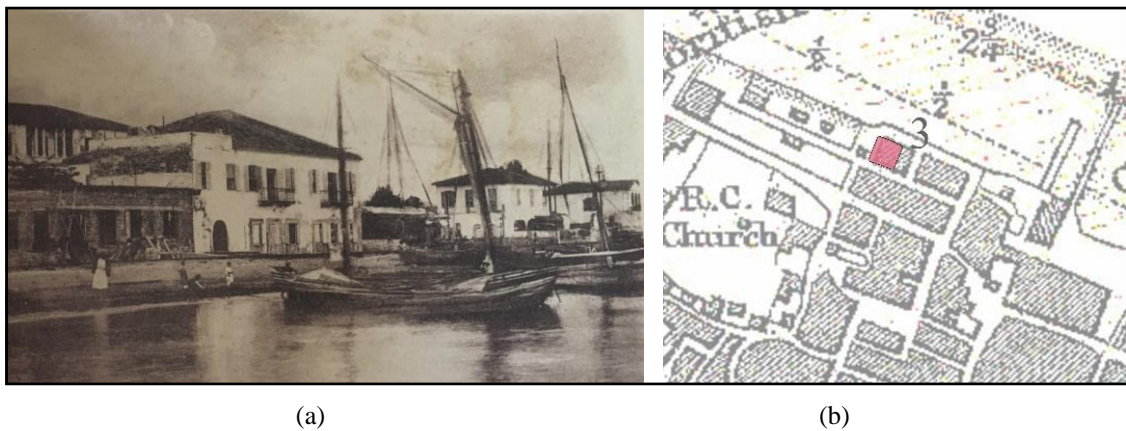


Figure 3.57. (a) Community center building (Source: Köker, Musa Dağı Ermenileri, 69)

(b) The map of Community center (Source: revised by the author from the original 1916 map at National Library of Turkey, Hrt 1994 D 859)

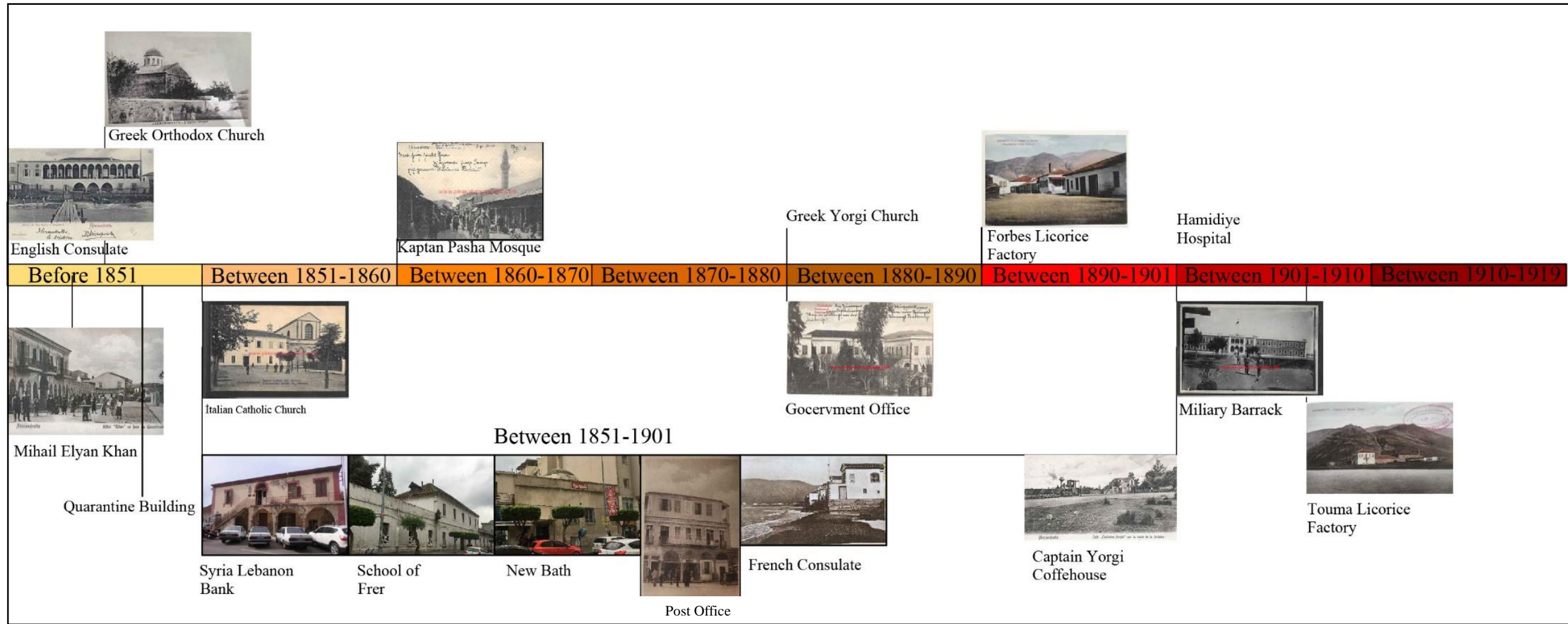


Figure 3.58. The buildings constructed during Ottoman period

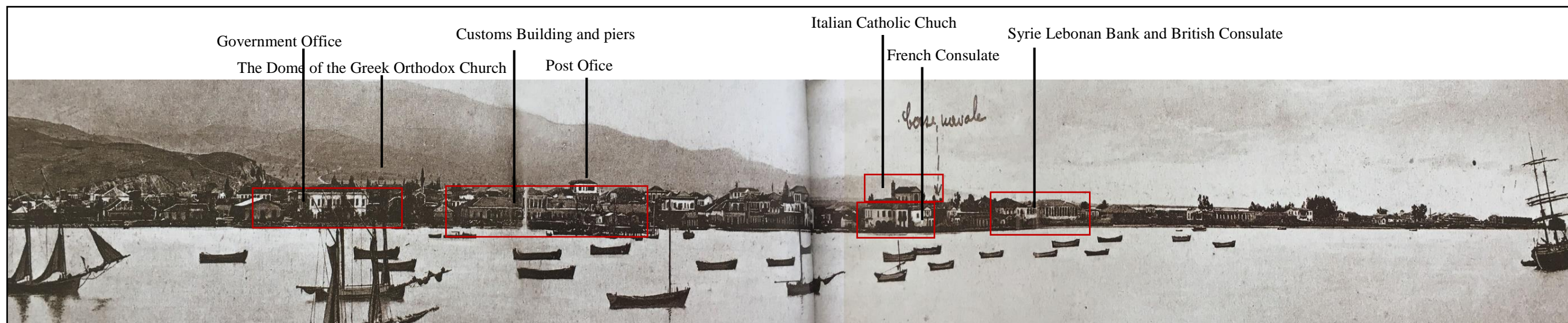


Figure 3.59. The silhouette of the Alexandrette
(Source: Hatay Metropolitan Municipality, Şehri Hatay, 200,201)

3.2.2.3.2. Residential Buildings

According to the information which were recorded by Mağmumi and Ahmet Şerif during their travels, the native population lived in the houses called “huğ”. While Mağmumi describes this house type as “huts which the natives made in marshy place or on four post”¹⁴⁶, Şerif defines: “The neighborhoods inside the town, where the native population lived, shows a misery view. Most of the houses in this neighborhoods are thatched huts called “huğ”¹⁴⁷ (Figure 3.60).



Figure 3.60. Huğ houses
(Source: ebay, “İskenderun”)

The “huğ house” is a traditional rural house type particular to the Çukurova Region and East Mediterranean Basin known as Cilicia during ancient times. It has been built with timber, reed and mud. So that they are not heavily loaded. For this reason, they do not need deep foundation. A smooth floor is formed by a soil layer of 5- 10 cm thickness is laid and compressed¹⁴⁸.

The main poles that make up the skeleton of the building have been chosen from zanzalak, eucalyptus or katran. The space between the load-bearing elements and

¹⁴⁶ Mağmumi, Bir Osmanlı Doktoru'nun Anıları, 239

¹⁴⁷ Şerif, Anadolu'da Tanin, 141.

¹⁴⁸ Z. Hale Tokay. “A vernacular architecture, "the Hug house".” In Structural Analysis of Historical Constructions, ed. Claudio Modena, Paulo B. Lourenço, Pere Roca, (Balkema Publishers, 2004), 213-218.

partitions is filled with reed, supple myrtle; oleander or poplartree. Empty space within the skeleton is filled with adobe mortar¹⁴⁹.



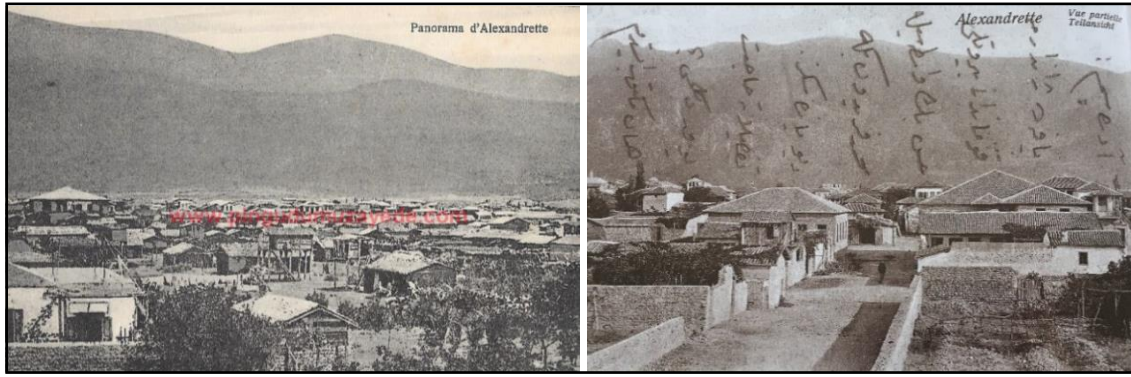
Figure 3.61. A view of the houses from the seaside
(Source: ebay, “İskenderun”)

It is estimated that the two-storey buildings located at the seaside in Gravure dated 1880 are the buildings belonging to the wealthy families engaged in trading. The ground floor of the buildings was made of stone (Figure 3.61). The hall, bordered with wooden poles faces at least two direction. Although it has similar features with Ottoman house, it differs from that in facing of the halls not only to the courtyard but also to the seaward by surrounding the buildings. In the buildings whose entrance provided from the facade facing the sea, the doors and windows were arched.

When the photographs of the Late Ottoman Period are analysed, it has been observed that there have been also single-storey buildings with pantile and hipped roof which has been built out of stone. These buildings whose rectangular windows openings are remarkable, are located side by side and extend along the street (Figure 3.62).

Although some typologies of the Ottoman period houses could not be deciphered on the maps and old photographs, the ruins of them exist in today's İskenderun. It has

¹⁴⁹ Tokay, “the Huğ House”, 213-218



(a)

(b)

Figure 3.62. (a) Alexandrette in 1914 (Source: pingudmuzayede, “İskenderun.”)
 (b) Alexandrette in 1917 (Source: Hatay Metropolitan Municipality, Şehri Hatay, 212)

been thought that the two-storey building with thick wall, external anteroom, ornamental wooden poles, wooden windows, doors and wooden shutters and also with smaller ground floor openings as compared to the top floor, is a classical Ottoman House. In another Ottoman period building constructed from clay brick, the skylights, the wooden oriel facing the street, wooden windows and the entrance door with stone architrave are remarkable (Figure 3.63).



Figure 3.63. Two storied Ottoman houses
 (Date taken: September 2018)

3.2.2.4. Open Areas

According to Gold, the term of open space is the land or water not covered with buildings or cars within the urban area or all types of undeveloped lands¹⁵⁰. Green space is the open space covered with woody and herbaceous plant¹⁵¹. According to these definitions, urban open areas comprise green spaces. Urban open and green areas enable the society to socialize by recreational and sports activities. These areas consisting of spaces left within the occupancies formed by the built environment also have an important role in cleaning the air and providing wind circulation.

It is thought that there was no planned open park or square in the city center in Alexandretta during the Ottoman Period. There is an area where the goods passed through the customs, are put at the district behind the customs building. This area has been named as “Customs Area” in the photographs (Figure 3.64). There are small stores open outdoor on the left. This area is located behind of customs building, at the point where the street ends up and also the khans and Government Office are located. In this sense, it is in a central position.

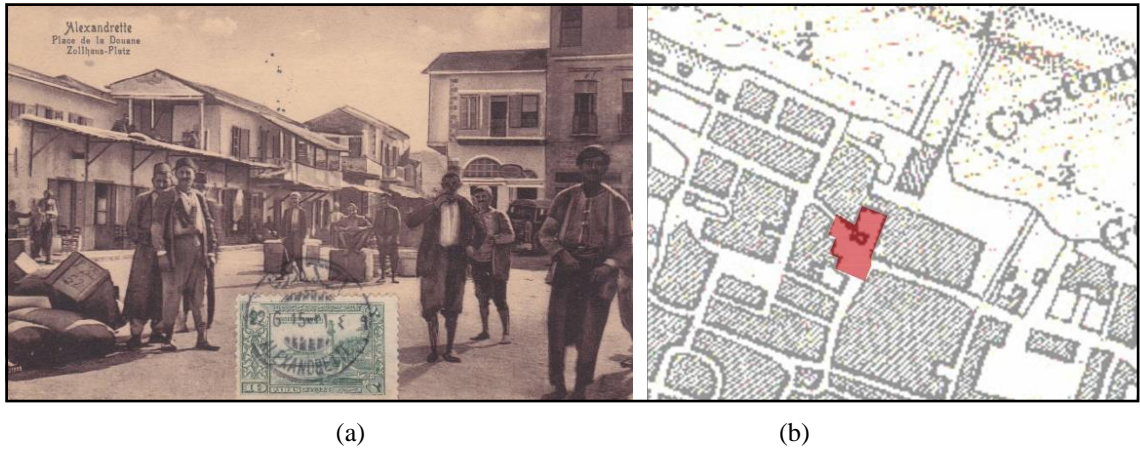


Figure 3.64. (a) Customs area (Source: ebay, “İskenderun.”)
(b) The map of customs area (Source: revised by the author from the original 1916 map at National Library of Turkey, Hrt 1994 D 859)

¹⁵⁰ Helen Woolley, *Urban Open Spaces*, (New York: Spon Press, 2003), 3 quoted from Gold, 1980

¹⁵¹ Atilla Gül and Volkan Küçük. “Kentsel Açık-Yeşil Alanlar Ve Isparta Kenti Örneğinde İrdelenmesi.” *Süleyman Demirel Üniversitesi Orman Fakültesi Dergisi A*, no.2 (2001): 29, cited from Akdoğan, G., *Doğa Düzenleme Ders Notları*, Yıldız Üniversitesi F.B.E. Peyzaj Planlama Yüksek Lisans, İstanbul. 1987

Except the customs area, there is a coffee house in Pınarbaşı which is the distributing point of spring water to the city. This place is at higher altitude than city center and has a cool weather. There are seating areas under the trees in front of the coffee house located in this place. Because of these features, this place has become a rest and an entertainment area which has been intensely used by the public. This place is also the beginning point of the narrow-gauge railway (Figure 3.65).



Figure 3.65. Pınarbaşı Recreation Area
(Source: Köker, Musa Dağı Ermenileri, 88, 89)

There were no boundaries between the beach and the built-up areas like roads and walls in the Ottoman period. Streets ran directly to the beach.

3.2.2.5. Transportation Network

Marine, railway, and highway transportation were available during the Ottoman period. These are examined separately in this chapter.

3.2.2.5.1. Marine Transportation

There were different kind of components of marine transportation as piers, customs office and lighthouse.

Piers

There was not any pier belonging to the Government in the mid-19th century. For this reason, foreigner Government Consulates had 3 piers in the middle of the year 1850 (Figure 3.19). They started to take money for each load. It was reported and made some interviews in order to stop this wrongful act and be purchased these piers by the government. Nevertheless, the piers could not be got from the foreigners and the claims increased. Ultimately, two of the piers were destroyed due to the violent waves two years later. The government did not give permission for renovation of these piers. That's why, as a more radical solution, the Government had to build a new pier in this district. For this reason, a wooden pier with the length of 8 *arşın* and extending along the sea from the customs area was built in 1853. Right after the construction of this pier, a new pier was started to be constructed in 1853¹⁵².

In 1859, it was received an approval from İstanbul with a formal written in relation to the cleaning of the port from the unimportant things and construction of a new pier. The construction of this pier was completed hardly in 1863¹⁵³. This pier was not built in its old location in the middle of the town, but in front of the French vice consulars house 140 steps ahead of it. A lot of objections were made before its construction however, this situation could not be prevented¹⁵⁴.

There are various comments about the influence of the opening of the Suez Canal on Alexandretta in the year of 1869. According to Tekin, this situation had a negative effect on Alexandretta Pier and so on the district economy. As a result of this, Alexandretta declined in importance and in trade intensity¹⁵⁵. On the other hand, according to Özveren, the change on the trade route did not directly influence these ports due to the specialization of the Eastern Mediterranean seaports in the subject of the raw material production and exportation during the third quarter of the 19th Century. If this change was occurred in the first quarter of 19th century when the long – distance trade was more popular, its impact could be felt sooner. Because also the Suez Canal created an alternative for these commercial connections¹⁵⁶.

¹⁵² Ürkmez, "Tanzimat'tan I. Dünya Savaşı'na İskenderun," 109-113.

¹⁵³ Beşirli, "İskenderun Limanı İnşa ve İşletme İmtiyazı 1911," 181 cited from BOA. A. MKT. UM., 382/5.; A. MKT. NZD., 163/111

¹⁵⁴ Ürkmez, "Tanzimat'tan I. Dünya Savaşı'na İskenderun," 117-120.

¹⁵⁵ Mehmet Tekin, Kısa Hatay Tarihi, 25

¹⁵⁶ Eyüp Özveren, Doğu Akdeniz Liman Kentleri. İstanbul: Tarih Vakfı Yurt Yayınları, 1994,85.

By taking into consideration the intensity of port activities and reworking the need of pier according to the correspondences, the comment of Özveren may be acceptable. Thus, the port activities increased in 1890. The number of the ships entering the port in the same year was 600 and the volume was 400.000 ton. In 1905, on the other hand, the volume was 51.700 ton. Building a quiet good road connected to Aleppo Province has also an effect on this increase¹⁵⁷.

A small pier was also built by French company upon the increase of the trade activities in 1868. As a result of its ruination, an eighty-meter-long public pier was built next to the tax office by tax administration. A new custom pier was built in 1874 due to the deterioration and sand filling of this pier over time. This custom pier was repaired several times because it was dilapidated after this date. Negotiations were held to build an iron pier in stead of the existing one which required repairing too often. The construction process of iron pier was started with the approval of Sultan on March, 1907. One more pier was built next to the quarantine building on 21 December 1907. Before the construction of these piers, also a pier was built for animal transporting¹⁵⁸.

While building and repairing these piers, negotiations were also held for the construction of a modern port and railway. In accordance with the changing political interests, the first negotiations were held with the Germans related to the continuation of Baghdad Railway in 1903. However, the position of the Germans changed with the management change and an attitude of pro-English and French was maintained during this time. But the negotiations with the German were started again in 1911, when the bad activities of these Governments were realized¹⁵⁹. Baghdad Railway Company obtained the concession of feeder line of Toprakkale-Alexandretta Railway and Haydarpasha Port Company obtained the concession of the construction of a modern port and facilities at the end of the line¹⁶⁰. The construction of port could not be started although the railway construction was completed in 1913. There was nothing other than the piled pier which the steamers anchoring offshore and crafts provided the communication with the mainland came alongside.¹⁶¹

¹⁵⁷ Koday, Saliha. "İskenderun Limanı." *Türk Coğrafya Dergisi* 33 (1998): 217.

¹⁵⁸ Ürkmez, "Tanzimat'tan I. Dünya Savaşı'na İskenderun," 121-131

¹⁵⁹ Beşirli, "Haydarpaşa Liman Şirketi'ne Verilen İskenderun Limanı İnşa Ve İşletme İmtiyazı ve Liman Tarifesi 1911," 183.

¹⁶⁰ Beşirli, "Haydarpaşa Liman Şirketi'ne Verilen İskenderun Limanı İnşa Ve İşletme İmtiyazı ve Liman Tarifesi 1911," 183-184 cited from PA/AA, *Orientalia Generalia* 243, 2-5a, Cilt 4, s. 16; *Das Handlungsmuseum*, Viyana: 6 Nisan 1911, No. 14; Röbller'den Alman Başbakanı Bethmann von Hollweg'e 1 Nisan 1911, PA/AA, *Türkei* 152, Cilt 55, No. 399.

¹⁶¹ Darkot, "İskenderun", 1091.

Customs Area

Alexandratta Pier has become a more important place with shift of the Aleppo Customs to Alexandretta in 1866. But, the existing customs building was not sufficient. For this reason, the construction of a warehouse was started in order to fill this deficiency in 1867. However the building was enlarged after ten years because of not meeting the need. The warehouse and customs outbuilding were damaged because of a fire which was set on the customs quay and then both of these buildings were renovated in 1881. The customs surveillance and customs administration had to be renovated in 1886¹⁶².

It has been detected that construction plans of the customs buildings were different from each other on the maps dated 1851 and 1916. The drawing on the 1916 map must be the final state of the customs administration after it was renovated in 1886. (Figure 3.66)

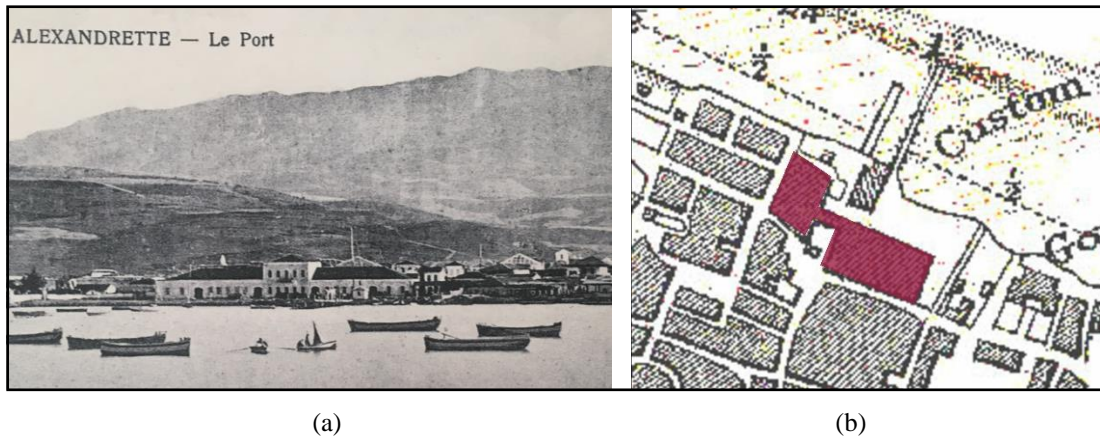


Figure 3.66. (a) Customs office (Source: Köker, Musa Dağı Ermenileri, 64)
(b) The map of customs office (Source: revised by the author from the original 1916 map at National Library of Turkey, Hrt 1994 D 859)

A crane and railway extended from customs quay to the warehouse were installed in 1890. With increasing of the trade activity, this warehouse became insufficient. For this reason, a new warehouse was built in 1903. This warehouse was built on the land which was located between Government Building and customs administration and had a wooden hovel belonging to the medical administration. The roof of the warehouse

¹⁶² Ürkmez, “Tanzimat’tan I. Dünya Savaşı’na İskenderun,” 138-143

remained in low position because of raising of the streets. Consequently, a new customs warehouse was built¹⁶³.

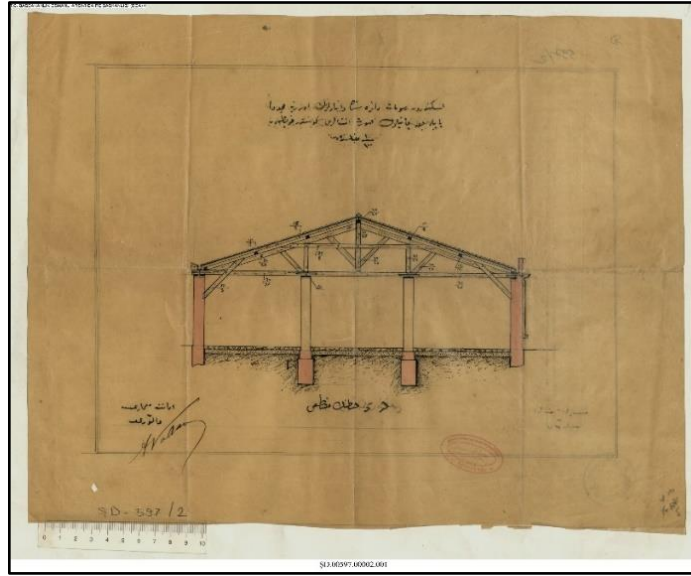


Figure 3.67. The drawing of the bonded docks
(Source: BOA.ŞD.597/2)

Timber truss system is utilized in building and it is consisted of three compartments. The loads are transferred to the walls by means of trusses due to having no tiling. It is estimated that interlocking tile has been used as roofing material. As it is understood from the technical drawing, the building has windows with architrave on the left side wall. It has been drawn roof molding at the roof level, on the left side again (Figure 3.67).

Lighthouse

Although the date of construction is mentioned as 1864 in the County Cultural Inventory, it is thought that it is not the exact date of the construction but the date of construction of the first lighthouse built in Alexandretta. It had to be moved due to the fact that licorice factories belong to Monsieur Walter and the military barracks were built

¹⁶³ Ürkmez, "Tanzimat'tan I. Dünya Savaşı'na İskenderun," 138-143

beside it in the years of 1890 (Figure 3.68). The required procedures for moving the lighthouse were started on March of 1899¹⁶⁴.

There is a lighthouse on the western side of the licorice factories and even beyond the road bordered the city in this direction on the map 1916. It must be the new location of the lighthouse which was moved in 1899 (Figure 3.21).



Figure 3.68. Lighthouse
(Source: BOA.İ.DFE.13/12)

3.2.2.5.2. Highway Line

Highway was an important line of transportation while there was no railway track in Alexandratte in the mid-19th century. The quality and security of this way is especially important for the business operations carried out through Aleppo. The security of the road could not be provided from the beginning of 1800s until the year of 1867, the feudal lords stirred up a revolt and exacted. The security was provided with the measures taken by Fırka-ı Islahiye in 1867¹⁶⁵. It was also provided a boost in the commercial and port activities with the completion of the Aleppo-Alexandratta roadway in 1886 (Figure 3.69)¹⁶⁶.

¹⁶⁴ Ürkmez, "Tanzimat'tan I. Dünya Savaşı'na İskenderun," 154

¹⁶⁵ Yurt Encyclopedia, "Türkiye, İl İl Dünü, Bugünü, Yarını," 3395

¹⁶⁶ Tuncel, "İskenderun," 581.



Figure 3.69. Map of Ottoman state roads

(Source: B.O.A. HRT.0379)

The railway track built between Aleppo and Beirut in 1910 influenced Alexandretta negatively. The road of Aleppo-Alexandretta which was 300 km, was reduced to 100 km in 1915 in order to eliminate this negativity.¹⁶⁷. Thereby, it was tried to boost trade in Alexandretta again.

The roads in Sanjak of Alexandretta was totally 87 km in the direction of Alexandretta- Payas, Alexandretta-Topboğazı-Kırıkhan and Aleppo – Turkish-bath. There was also road of Alexandretta - Antioch but it was closed to traffic because of the weather conditions in winter¹⁶⁸.

3.2.2.5.3. Railway Line

Fabrication production was rapidly started with the Industrial Revolution emergent in Europe at the end of 18th Century. This situation influenced the economic developments in 19th century and it was started to be built railway lines in order to supply raw materials immediately. The lines built by the English, the French and the Germans

¹⁶⁷ Yorulmaz, “Fransız Manda Yönetimi Döneminde İskenderun Sancağı”,241, cited from Chambre de Commerce de Marseille, a.g.e., s.17

¹⁶⁸ Mehmet Tekin, Hatay İşgal Yılları ve Bağımsız Hatay Devleti Kronolojisi (1918-1939). (Ankara: Atatürk Araştırma Merkezi, 2015), 237-238

started to pass also through Ottoman Empire. A lot of requests were made in order to build a railway line from İstanbul to Basra from the beginning of 19th Century. The Germans proposed to extend the Railway track from Konya to Baghdad and this proposal was accepted by Ottoman Empire. “Ottoman-Baghdad Railway Company” was established to build this railway line on 13 April 1903. The first part of the line from Konya to Bulgurlu was easily completed¹⁶⁹. However, it could not be started to the construction of the line of Alexandretta. This situation caused trade downturn in the town and in addition to this, it had a negative impact on military activities. It could not be sent any military support to the soldiers in Ottoman-Russian War of 1877-78 and as consequence of that the Russian had a great success against Ottoman Empire¹⁷⁰. With the construction of the line of Beirut – Aleppo in 1910 on the other hand, it was dealt a great blow to the business between Aleppo – Alexandretta¹⁷¹. For all these reasons, a railway line had to be built in Alexandretta as soon as possible.

In the Baghdad Railway Concession Agreement of 1903, the Germans obtained concessions for building a feeder line in Alexandratta depending on the project of Konya-Baghdad- Basra. But the French and English made also a request for concession and proposed their project plans. The Project of Germans did not become definite until the year of 1911 due to the international political relations and changes in management. This subject was important enough to bring the western countries into the war with one another. Because the company which obtains a concession, would also have the right of mining and operating on both side of the line in 20 km area.¹⁷²

As it was promised, the Ottoman Empire entered into an Agreement with the Baghdad Railway Company on 21 March 1911 by privileging to open a feeder-line from Osmaniye (Toprakkale) to Alexandretta. The feeder-line works could be started in 1912. The feeder-line was completed and put into operation in 1913 (Figure 3.70). The Baghdad Railway Company completed the project without requiring any warranty claim from the Ottoman Empire. During the First World War, in the middle of 1917, the line of Adana,

¹⁶⁹ Beşirli, “Toprakkale İskenderun Demiryolu.” 217-218

¹⁷⁰Mustafa Albayrak. “Osmanlı - Alman İlişkilerinin Gelişimi ve Bağdat Demiryolu'nun Yapımı.” *OTAM (Ankara Üniversitesi Osmanlı Tarihi Araştırma ve Uygulama Merkezi Dergisi)* (1995): 21-22

¹⁷¹ Darkot, “İskenderun”, 1092-1093.

¹⁷² Duran, “İskenderun Sancağı’nda Fransız Mandası (1920- 1936)” 4-5, quoted from Bige Yavuz, *Kurtuluş Savaşı Döneminde Türk Fransız İlişkileri - Fransız Arşiv Belgeleri Açısından 1919-1922*, Ankara, TTK Yayını, 1994, s.82)

Yenice, Mersin and Toprakkale were destroyed by the entente powers and thereby, the transportation of goods stopped¹⁷³.

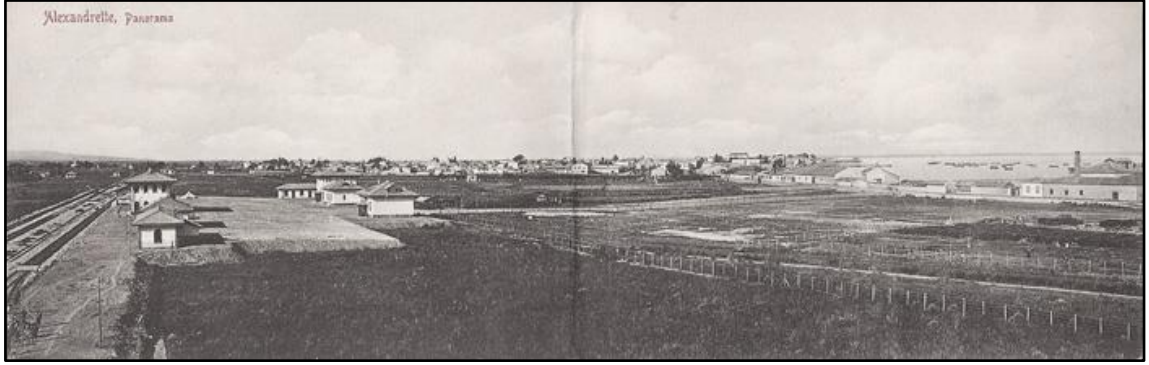


Figure 3.70. Alexandrette Station Area
(Source: levantineheritage, “Alexandrette.”)

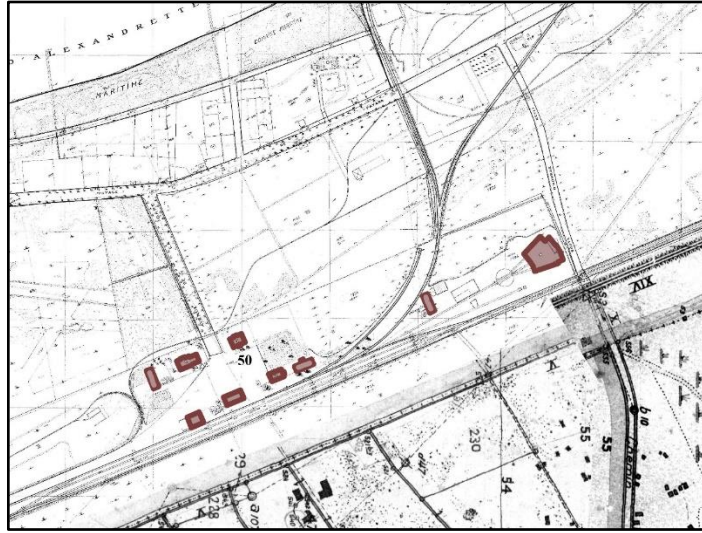


Figure 3.71. The map of station area in 1928
(Source: revised by the author from the original 1928 map at Kanbolat archive)

It could not be reached certain information whether the station buildings were built as soon as the railway construction was completed in 1903 or not. The Administrative Building and Lodging Building of Station are stated as the structures of late Ottoman period in the County Cultural Inventory. Both for this reason and by reason of the similarity with the other station buildings which were built by Germans around, it is thought that also these buildings were built with railway line by Germans during Ottoman period. There are Station buildings in the station area on the French maps dated

¹⁷³ Beşirli, “Toprakkale İskenderun Demiryolu.” 221-223.

1928 (Figure 3.71). Accordingly, it can be said that these buildings were built between the years of 1913 and 1928.



Figure 3. 72. Station buildings
(Source: levantineheritage, “Alexandrette.”)

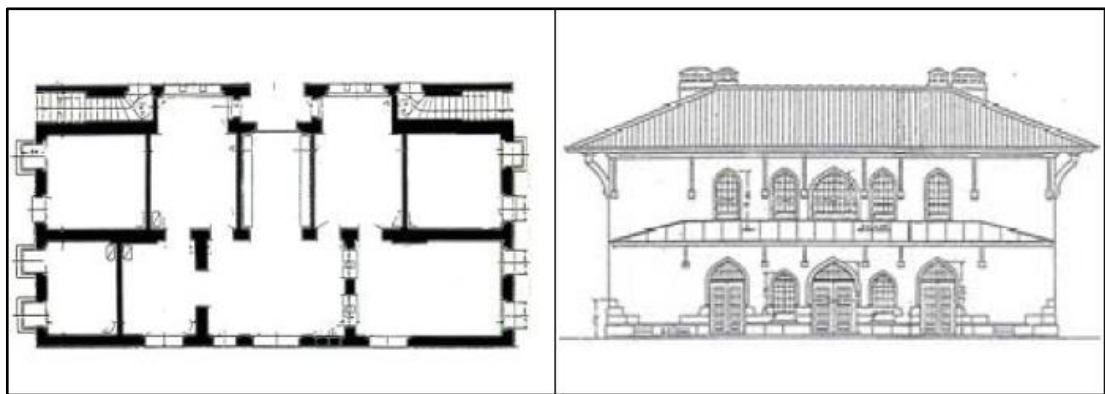


Figure 3.73. Drawings of main station building
(Source: Başar and Erdoğan, Türkiye’de Tren Garları, 41)

There was also a narrow-gauge railway line¹⁷⁴ inside the town in Alexandretta. However, this line was built in order to drain the marshes and not for transportation.

3.3. Alexandrette During The French Mandate Period

After the Sanjak of Alexandretta was placed under the French control as part of the Syrian mandate, it had some changes not only in its regime but also in its social and physical environment. The French carried out intense construction activities in

¹⁷⁴ It has been mentioned in the Chapter 3.2.2.2.

Alexandretta during their governance of about 20 years because of the fact that they thought they would stay long. They started to open new streets, designed open areas and carried out the infrastructure works. They built some monumental and residential buildings which would change the identity of built-up environment. They also gave particular importance to commercial activities and that's why, they made arrangements to develop the transportation.

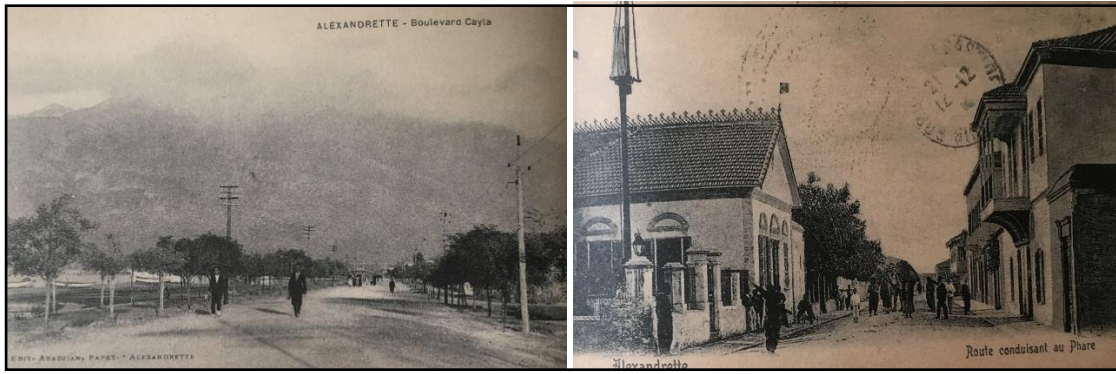
3.3.1. Streets

The roads and streets provide ability of reaching the places created the built-up environment by arranging the pedestrian and/or vehicle circulation in the city. By means of this, the daily life activities are eased. The port activities which are the most important source of living in Alexandretta, the development of the road networks contributes to carrying out the commercial activities. Furthermore, because of that the Sanjak Delegate of Alexandretta resides here in winter, the ability of reaching inside the town is also more important in order to carry out the formal procedures.

It must be for this reasons that the first purpose of the French in the first ten years of their mandate period was to build large boulevards and subsidiary roads and even to enlarge the existing road network of the city¹⁷⁵. Right after the beginning of French Mandate, Cayla boulevard located in parallel with the seaside along the coastline, was built in 1919 (Figure 3.74). The floor of the boulevard enlarged in 1923 was stabilized soil. It was covered with stone in 1927 and both side of the boulevard were afforested. In addition to this, a 32 m long concrete wall was built in order to protect it from the sea waves¹⁷⁶. However, it is not exactly known the location of this boulevard and the reason why the concrete wall was built only to the part of 32 m although the road was measured as 1,2 km in length and 9 m in width on the maps dated 1928 (Totally 21 m with the afforested areas with the width of 6 m on both sides of the road).

¹⁷⁵Açıköz, "A Case in French Colonial Politics of Architecture and Urbanism: Antioch and Alexandretta During the Mandate", 130

¹⁷⁶İnci Aslanoğlu, "Fransız İşgal ve Manda Döneminde İskenderun Sancağı: Kentsel ve Mimari Değişimleriyle İskenderun, Antakya ve Kırıkhan Kazaları." In Proceedings of the Ortadoğu'da Osmanlı Dönemi Kültür İzleri Uluslararası Bilgi Şöleni Bildirileri, v.I., (Ankara: Atatürk Kültür Merkezi Yayınları, 2002), 91; Açıköz, "Antioch and Alexandretta During the Mandate", 131

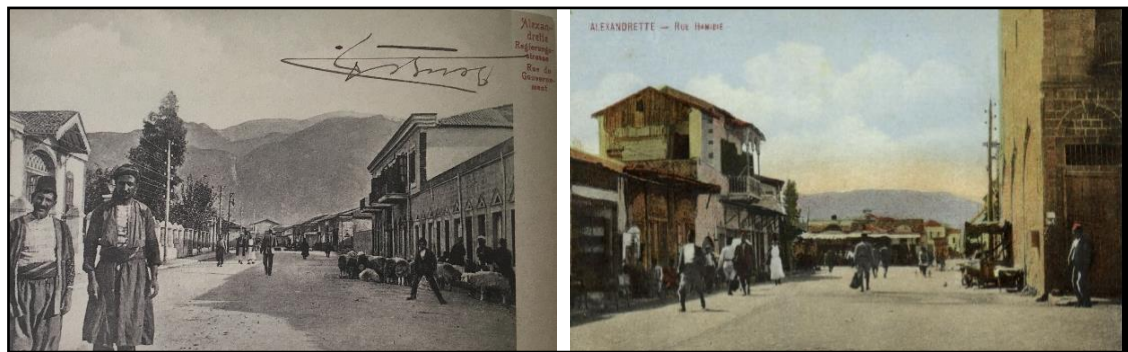


(a)

(b)

Figure 3.74. (a) Cayla Boulevard (Source: Köker, Musa Dağı Ermenileri, 80)
 (b) Beauregard Street (Source: Köker, Musa Dağı Ermenileri, 71)

The built-up areas and street pattern replace with the farm lands behind these streets in the city established between the Phare (Fener) Boulevard and El Naher Street and the sea (Figure 3.79). The Cayla Boulevard and those parallel with it, Marechal Foch and Beauregard Street and the Hamidiye Street (Figure 3.75) extended vertically to these streets are the most important streets in which the public buildings intensified.



(a)

(b)

Figure 3.75. (a) Marechal Foch Street (Source: Köker, Musa Dağı Ermenileri, 76)
 (b) Hamidiye Street (Source: ebay, “İskenderun.”)

Caserne, Recdie, Eglise, El Jadide, Mosque Street (Figure 3.76) which are heavily-used and Raif Pasha Streets reach to the seaside by running the Cayla boulevard perpendicular. There are Souk Georges Matti, Dahdah, Maronite, Phanard, Desclaux, Khastakhana, El Askhar, Mohagerine Streets running parallel to the Cayla Boulevard inside. These Streets whose widths range from 7m - 10 m comprise one part of the grid street pattern by running perpendicular to one another with the other streets in perpendicular position of the seaside.

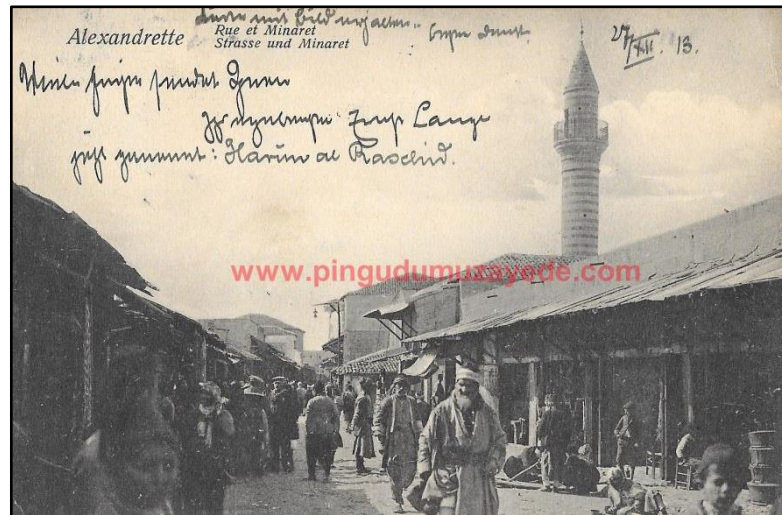


Figure 3.76. Mosque Street

(Source: pingudumuzayede, “İskenderun.”)

It has been observed by correlation of the maps of 1901 and 1928 that the grid street pattern which started to be formed during the Ottoman Period as a result of detection of the destroyed and newly opened roads, became more specifically with the roads opened during the French Mandate Period. The new roads which were opened parallel to the Cayla Boulevard are the Streets of Dahdah, Eglise, Maronite, Antaklie, Desclaux, Mouhagerine. El Jedid and Mosque Streets perpendicular to these Streets were extended, three streets were built which were located between Caserne and Eglises Streets. However, there is no information about their names.

There are curvilinear and dead-end streets forming the organic pattern between Eglises and Hamidiye Streets. The widths of these roads range from 1,5 m and 4 m. It has been observed by comparing the maps that many of these streets were formed before the year of 1901. It is thought that the dead-end streets whose are not placed on the map of 1901 but included in the organic pattern on the map of 1928 might have been built during the Ottoman Period at the beginning of the 20th Century, but not in the Mandate Period (Figure 3. 77). Some part of the streets forming the grid street pattern are dead-end streets and the characteristic of them are not same with the characteristic of dead-end streets in the areas having organic pattern. While dead-end streets in the areas having organic pattern have a dense housing and building at the end point, these streets have not been able to be completed based upon the time and budget limitation (Figure 3.78).



Figure 3.77. The map that shows the streets of the city in French Mandate period
 (Source: revised by the author from the original 1928 map at Kanbolat archive)

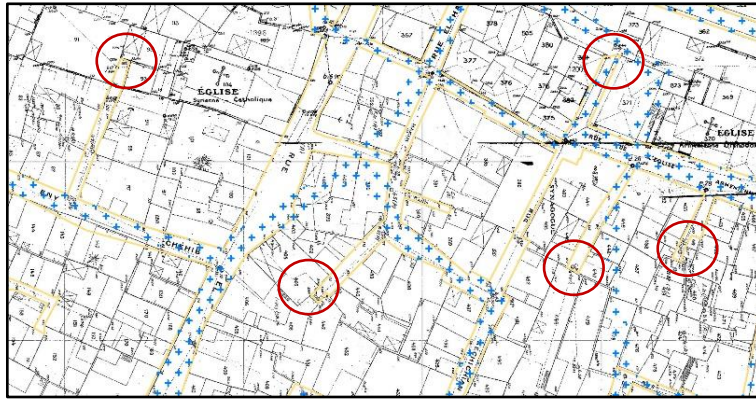


Figure 3.78. Dead-end street in organic street pattern

(Source: revised by the author from the original 1928 map at Kanbolat archive)

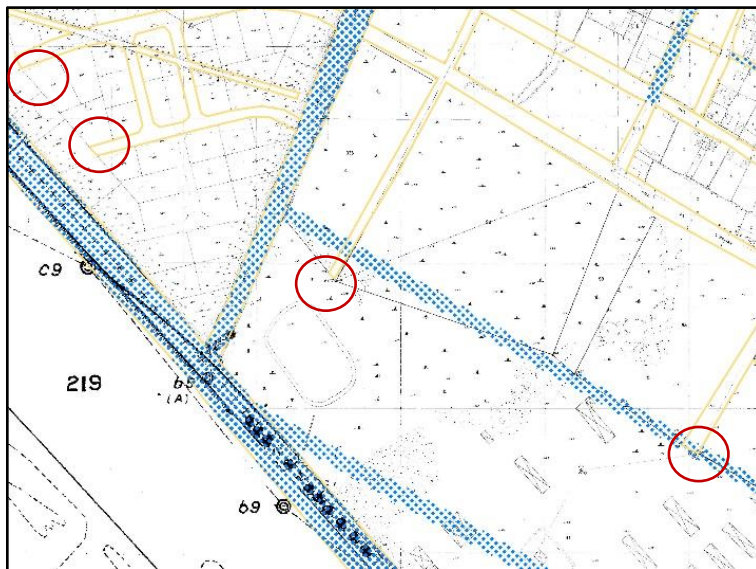


Figure 3.79. Uncomplete streets

(Source: revised by the author from the original 1928 map at Kanbolat archive)

3.3.2. Infrastructure Facilities

In 1919, Alexandrette was in a dreary situation with malaria spread across the city due to marshes. Therefore, the administration established a marsh commission in order to systematically improve marsh drying. As the level of the city was low, the height was tried to be increased by filling. Inland areas were filled up to 0,4m, 0,75m, 1,5m height¹⁷⁷. After the marsh commission, these works have been carried out by the establishment

¹⁷⁷ Jacquot, Antioche Centre du Tourisme, 34

of Travaux Public, the technical works service of the municipality¹⁷⁸. Comblement des Marais, an independent commission was founded and the works were progressed with the contribution of Societe du Port d'Alexandrette, a private company¹⁷⁹.

A detailed project was prepared regarding the marsh issue in 1928 and it was carried into effect between 1928 and 1931. The first intervention within the the scope of this project was the drying of the water coming from the water source that was located in and around Pınarbaşı. In addition to filling, trees that absorb water, such as eucalyptus, locust and plane were planted. At the end of 1920s, main and secondary concrete channels were constructed by private institutions that belonged to Giovanni Rosazza and M. Katchdorian¹⁸⁰. Construction of these channels, especially, is considered to be very effective in drying the marshes. The reason is that most of the channels constructed during Ottoman period had provided temporary solutions and lost their functions because they had been filled with sand collected by waves after a while due to defects with manufacturing and slope. It is thought that those mistakes were not repeated in the constructed concrete channels (Figure 3.80).

In 1931, Alexandrette was turned into a sterilized city and the area of 400,000 m³ was improved. The hinterland was almost totally dried. Malaria was on constant decrease¹⁸¹. A hygiene and public relief council that inspected hospitals and recorded their works statistically was established to particularly fight against diseases such as malaria¹⁸².

Within the first ten years of the mandate period, some works have also been carried out regarding the city's needs about electricity, water supply and infrastructure besides the issues about marshes. Conducting the work on infrastructure together with swamp drying has enabled these works to provide positive outcome¹⁸³. Water supply was provided by transferring the spring water called Karasu around Aşkarbeyli village to the city in 1931¹⁸⁴.

¹⁷⁸ Aslanoğlu, "Fransız İşgal ve Manda Döneminde İskenderun Sancağı", 90

¹⁷⁹ Açıkgöz, "Antioch and Alexandretta During the Mandate", 122

¹⁸⁰ Açıkgöz, "Antioch and Alexandretta During the Mandate", 123

¹⁸¹ Jacquot, Antioche Centre du Tourisme, (Comite'de Torisme d'Antioche, 1931), 71

¹⁸² Yaşar Demir "Establishment of French Mandate in Syria and Sandjak of Alexandria." International Journal of History, Volume: 5 no.2 (2013): 131

¹⁸³ Açıkgöz, "Antioch and Alexandretta During the Mandate", 126

¹⁸⁴ Yusuf Duran, "İskenderun Sancağı'nda Fransız Mandası (1920- 1936)", 173



Figure 3.80. Reinforced concrete channels

(Source: Jacquot, Antioche Centre du Tourisme, 1931, 41)

3.3.3. Built-Up Areas

In 1919, the administrative status of Iskenderun changed when the city entered under French mandate following the War of Independence. Therefore, the built environment activities had to gain the qualification to meet the society's needs in terms of education, social and health as well as the public buildings of this new administration. In order to provide these conditions, the French built many monumental buildings such as official buildings, schools, hospitals. Cadastral works throughout the Sanjak started in 1925 and the processes for 250 villages of 172,000 hectare and for the land that belonged to 50,000 persons were finished until the end of 1933¹⁸⁵. Cadastral plans of İskenderun city centre were prepared between 1926 and 1928.

During the Mandate period which lasted around 20 years, many buildings were constructed. In 1931, 6 hotels, 9 restaurants-café, 1 tourism committee, 1 government office, 2 hammams, 1 hospital and 1 dispensary, 8 schools, 6 churches, 1 Catholic chapel, 1 Protestant temple, 1 synagogue, 2 mosques, 1 photo shop, 1 book store and stationery shop, 1 daily newspaper, 1 Syrian Gendarmerie Company, 3 police commissariat, 1 Court of First Instance, 1 Lieutenant Governor, 1 Syrian administration lounge, 1 Municipality,

¹⁸⁵ Yorulmaz, "Fransız Manda Yönetimi Döneminde İskenderun Sancağı",245

Customs Offices, Post office, vice consuls of France, England, the Netherlands, Belgium, Norway, Spain, Italy, Germany, the USA, Iran, Chamber of Commerce, Money changers, 2 flour factories, 2 liquorice factories, 1 power plant, 2 ice factories were recorded in the city ¹⁸⁶.

The monumental buildings that form the built environment have been located inside the city according to their functions (Figure 3.81). While administrative buildings are located close to the coast line around Cayla Boulevard, Marechal Foch Street, Gouraud Square, Beauregard Street, buildings with commercial function centre around Kaptanpaşa Mosque, Marechal Foch Street and the area behind. Factories are located at two opposite edges of the city. Transportation buildings which consist of the Train Station and the Port are located in the east outside the city centre. The distribution of religious buildings and educational buildings shows parallelism in general. The reason is that there are educational institutions that are related to churches. These buildings are not centred in a specific area, but are rather spread around the city, upcountry mostly. Although there are 2 storey luxurious villa-type residences belonging to the levantine community are located at the seashore, most of the residences are in the city (Figure 3.81). It is possible that the native population has settled around the places of worship of the religion they are member of.

3.3.3.1. Monumental Buildings

Although there is available information about the engineers and other technical staff that have been employed by the Sanjak administration during the infrastructure and road works carried out within the first years of the Mandate period, no architect names that have worked under sanjak organization have been found in terms of other reconstruction activities, such as the construction of monumental buildings. It is seen that M.Kovalski, who has come from Aleppo temporarily and Mr. Jacquot, who was a professor in L'ecole Française d'Ingenieurs from Beirut have been active during the construction of a few buildings built in the Sanjak. The buildings have been constructed under the structure of private organizations which had their own architects and engineers. In the documents of the French, the names of the owners of some buildings are mentioned

¹⁸⁶ Jacquot, Antioche Centre du Tourisme, 60-61

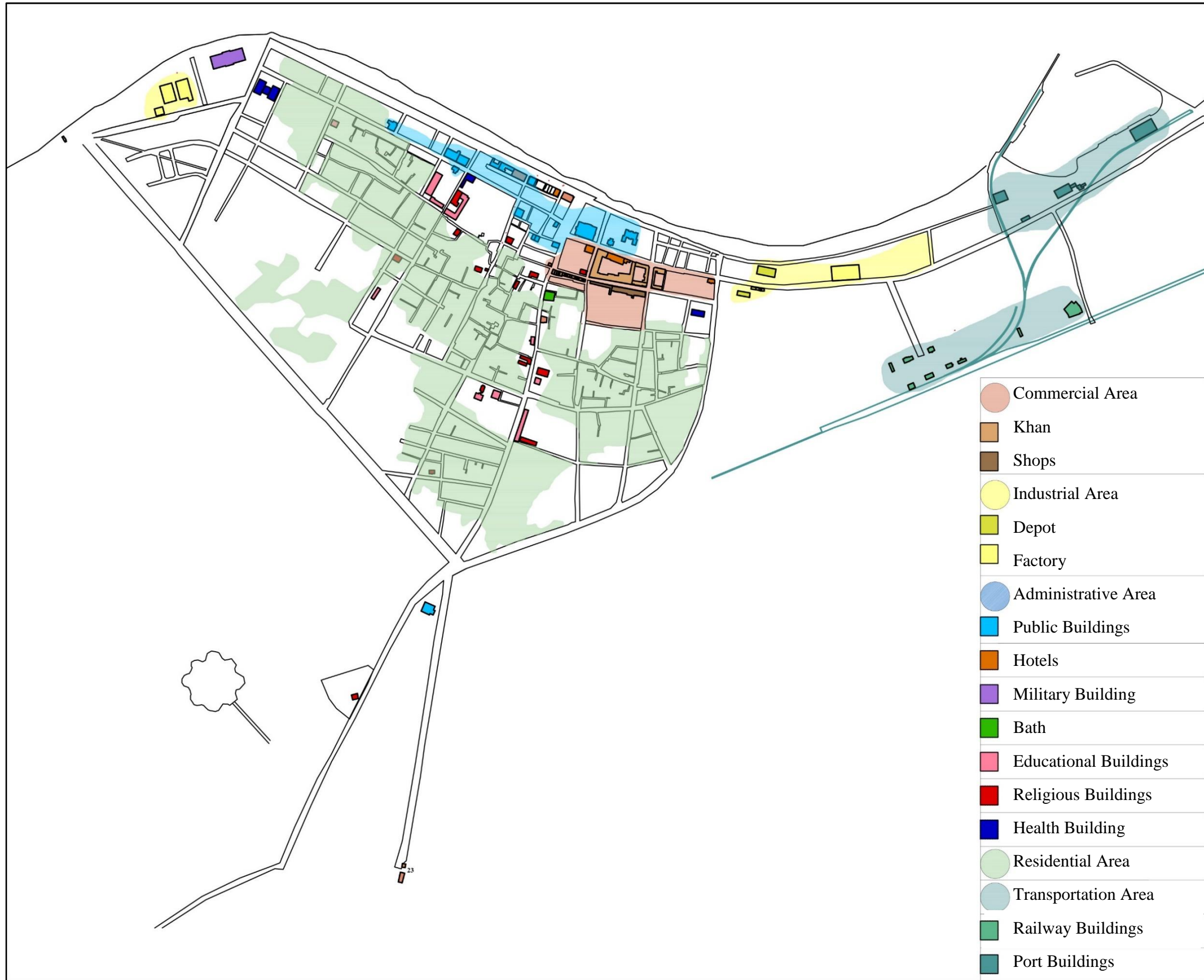
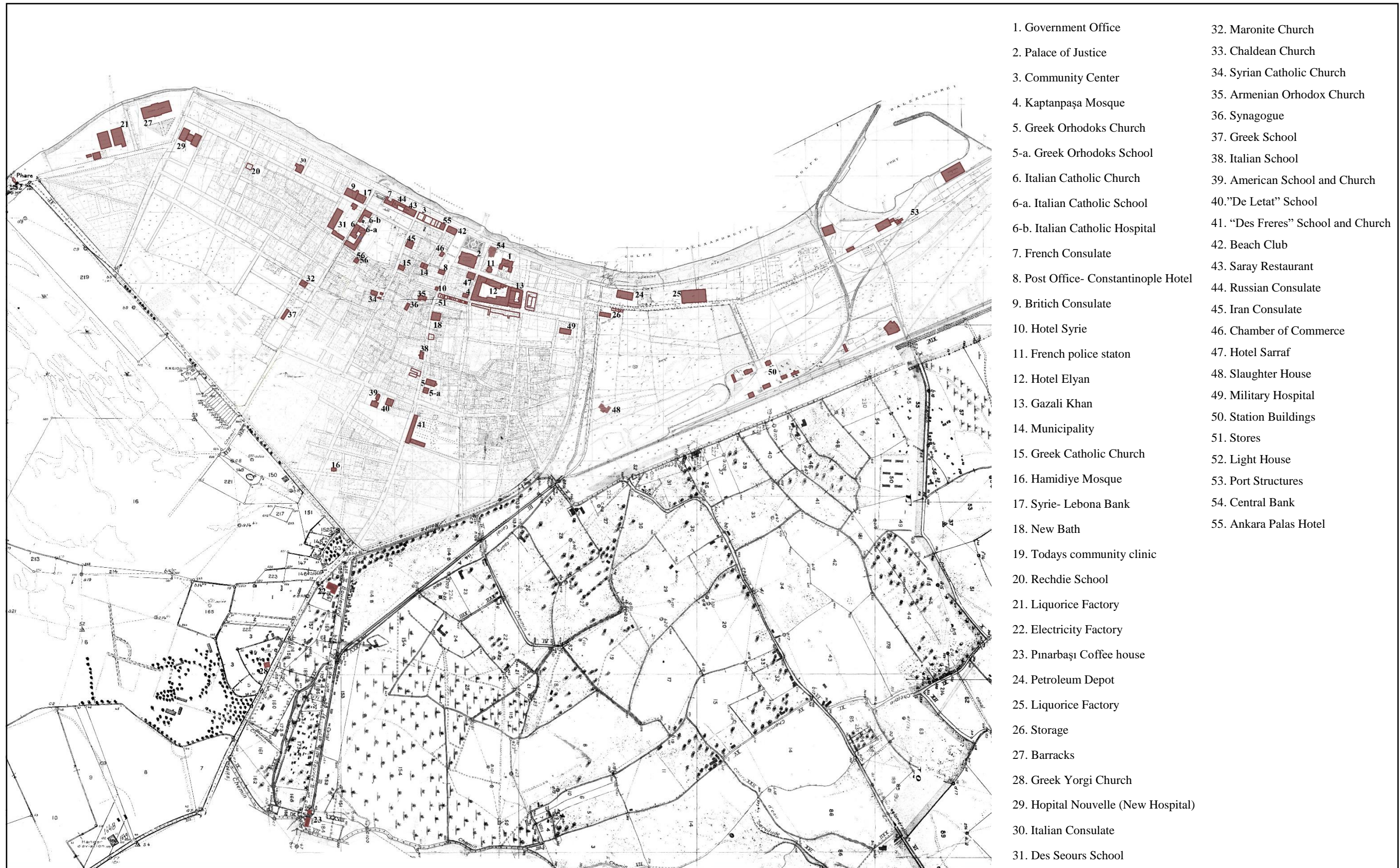


Figure 3.81. Functional analysis of the city in French Mandate period



- | | |
|--------------------------------------|------------------------------------|
| 1. Government Office | 32. Maronite Church |
| 2. Palace of Justice | 33. Chaldean Church |
| 3. Community Center | 34. Syrian Catholic Church |
| 4. Kaptanpaşa Mosque | 35. Armenian Orthodox Church |
| 5. Greek Orthodox Church | 36. Synagogue |
| 5-a. Greek Orthodox School | 37. Greek School |
| 6. Italian Catholic Church | 38. Italian School |
| 6-a. Italian Catholic School | 39. American School and Church |
| 6-b. Italian Catholic Hospital | 40. "De Letat" School |
| 7. French Consulate | 41. "Des Freres" School and Church |
| 8. Post Office- Constantinople Hotel | 42. Beach Club |
| 9. British Consulate | 43. Saray Restaurant |
| 10. Hotel Syrie | 44. Russian Consulate |
| 11. French police station | 45. Iran Consulate |
| 12. Hotel Elyan | 46. Chamber of Commerce |
| 13. Gazali Khan | 47. Hotel Sarraf |
| 14. Municipality | 48. Slaughter House |
| 15. Greek Catholic Church | 49. Military Hospital |
| 16. Hamidiye Mosque | 50. Station Buildings |
| 17. Syrie- Lebona Bank | 51. Stores |
| 18. New Bath | 52. Light House |
| 19. Today's community clinic | 53. Port Structures |
| 20. Rechdie School | 54. Central Bank |
| 21. Liquorice Factory | 55. Ankara Palas Hotel |
| 22. Electricity Factory | |
| 23. Pınarbaşı Coffee house | |
| 24. Petroleum Depot | |
| 25. Liquorice Factory | |
| 26. Storage | |
| 27. Barracks | |
| 28. Greek Yorgi Church | |
| 29. Hopital Nouvelle (New Hospital) | |
| 30. Italian Consulate | |
| 31. Des Seours School | |

Figure 3.82. The map of the monumental buildings
 (Source: revised by the author from the original 1928 map at Kanbolat archive)

usually rather than the architects. It is known that most of the engineers who have worked in the construction of public buildings were Lebanese Christians, French and Armenian¹⁸⁷.

The technical staff that took charge during cadastral works is known to be Russian. Having people from different races and educational backgrounds work during the development shows that no holistic planning has been done like in Algeria and Morocco. Instead, the works have been performed unplanned¹⁸⁸. The reflections of this situation can also be seen in the monumental buildings that were built. There are many buildings which have been built with different architectural style. While some of the buildings contain some local features such as courts, crown gates, mosaic coating, some carry the features of neoclassic style with elements such as Palladio windows¹⁸⁹, pediments, architraves.¹⁹⁰

In the map which is assumed to be prepared between 1919 and 1924 and in the map dated 1931, the names of important monumental buildings are included (Figure 1.8). The buildings whose locations were detected have been processed on 1928 map which was drawn in much more detail (Figure 3.81). This prepared map has been a significant source for a detailed examination of the above-mentioned Monumental buildings¹⁹¹ with different styles.

The Palace of Justice

According to Aslanoğlu, the palace of justice was designed by an architect called Ayvazyan in 1927¹⁹². However, Açıkgöz says that the building was built by the architect

¹⁸⁷ Açıkgöz, “Antioch and Alexandretta During the Mandate”, 123,124,133

¹⁸⁸ Açıkgöz, “Antioch and Alexandretta During the Mandate”, 129-130

¹⁸⁹ Palladio window (Ana Britannica, 1994). A window that consists of three parts, a wide one in the middle with an arch above and two other parts on both sides, narrower and straight.

¹⁹⁰ Aslanoğlu says that, apart from a few examples, local factors had been effective on administrative buildings and that official buildings showed similarity with the buildings in Aleppo in terms of mass and facade features. She says that Ottoman crown gate type monumental entrances of the Courthouse and colored tile decorations that are parallel with tile ornaments in buildings of First architectural movement are the indicators (Aslanoğlu, Manda döneminde İskenderun Sancağı, 93). This comment would be accepted as true only if administrative buildings were to be considered, but when other monumental buildings with educational, health, commercial function are taken into account, we can not talk about a common architectural language that embraces local effects

¹⁹¹ The buildings that are used for a communal purpose, are mentioned as monumental buildings”.

¹⁹² Aslanoğlu, “Fransız İşgal ve Manda Döneminde İskenderun Sancağı”, 92

which has a rectangular plan and a courtyard at the centre, faces Gouraud Square, it has entrances in every facades. Entrances are provided by crown gates in all facades. Over the main entrance that is located in the Northwest front, there is a balcony defining the entrance and 6 ogival windows. Whereas the ground floor windows are rectangular and unornamented in all fronts, there are mosaic ornaments above and below the arch windows located in the upper floor. There are the same mosaics on the clock tower located at the North corner. The window frames cover only the arches. On the southeast side, there are two symmetrical crown-gate entrances different from the others. Other entrances are provided from the centre of the front. After passing from the main entrance that opens to the courtyard, riwaqs that rise from the ground floor and the balcony in the upper floor are remarkable. The gable walls that rise on the front and crown gates make the roof invisible (Figure 3.83). The building had also been used as the post office building during a certain period.

The Government Office

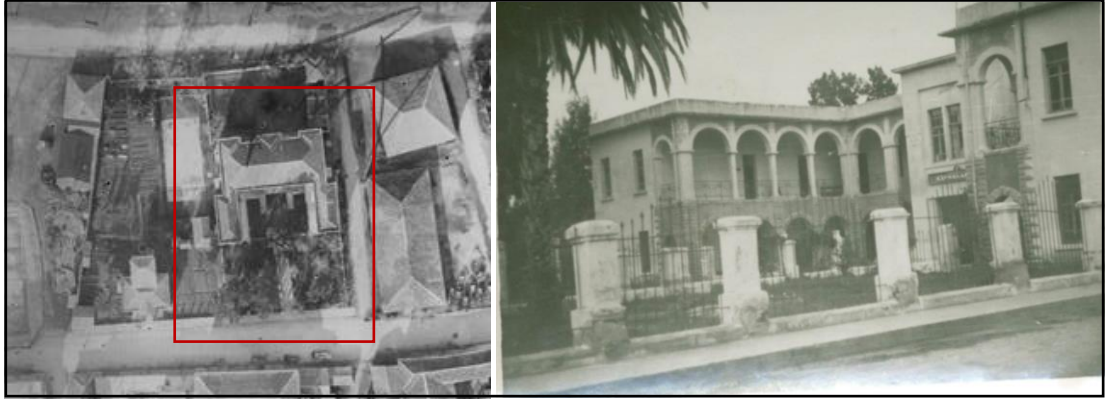
The Government Office Building which was the work place of the Delegate and the Governor was built in 1928 according to Aslanoğlu¹⁹⁴. However, this building existed at the same location with similar scheme and architectural features in Ottoman period¹⁹⁵. Açıkgöz stated that the building which was built during the Ottoman Period was renovated in 1926 by the French¹⁹⁶. This information can be accepted true when the other available data about the Ottoman period are reviewed. The date stated by Aslanoğlu is considered to be the end date of the renovation.

In the two-storey, U-shape building located on Marechal Foch Street aligned with the Palace of Justice, there are riwaqs consisting of round arches that face the inner courtyard. On the ground floor, this part with riwaqs is covered with stones. In the middle of the symmetrical building, there is a one-storey space that provides the passage to the backyard. On both sides of this passage, there are the stairs that reach the upper hall which is, again, symmetrically located. Considering these features, it can be said that the building is dominated by local effects. All the doors and windows are rectangular.

¹⁹⁴ Aslanoğlu, “Fransız İşgal ve Manda Döneminde İskenderun Sancağı”, 92

¹⁹⁵ For detailed information, see Chapter 3.2.2.3.

¹⁹⁶ Açıkgöz, “Antioch and Alexandretta During the Mandate”, 135



(a)

(b)

Figure 3.85. (a) The aerial photo of the Government Office (Source: Kanbolat Archive)
 (b) The Government Office (Source: Eski Türkiye, “İskenderun.”)

No arches have been used on the back side. This front has a more modern look with rectangular windows and balconies (Figure 3.85).

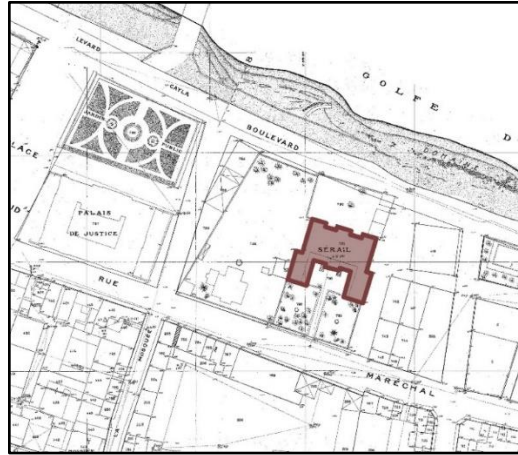


Figure 3.86. The map of the government office

(Source: revised by the author from the original 1928 map at Kanbolat Archive)

The Central Bank

The building which was built between the Palace of Justice and the Government Office was designed by E.Chenille in 1929¹⁹⁷. The most prominent feature of the building is its crown gate. The crown gate consists of a two-storey tall ogee arch that provides the

¹⁹⁷ Aslanoğlu, “Fransız İşgal ve Manda Döneminde İskenderun Sancağı”, 93

entrance and the symmetrical small arch on both sides. While the other sides of the building are formed by modern rectangular lines, this front is differentiated by the crown gate and arches. Mosaics are also used in this building, just like the Courthouse and the Government Office (Figure 3.87). Although Açıkgöz¹⁹⁸ and Aslanoğlu mention this building as Syria Lebanon Bank. This information is not true since Syrie-Lebanon Banks is presented in another location in 1928 map.



Figure 3.87. The Central Bank
(Source: Mursaloğlu, “Zaman İçerisinde İskenderun,”15)

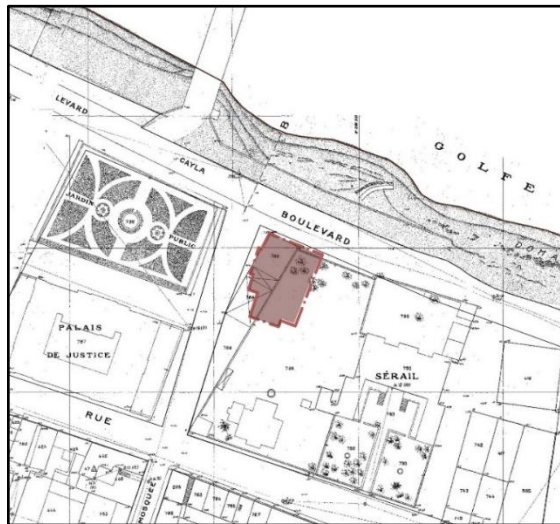
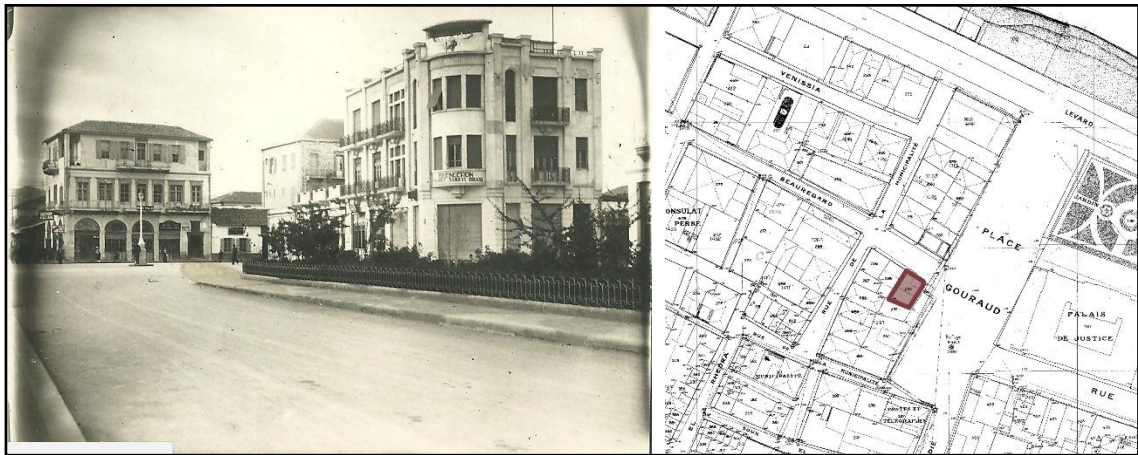


Figure 3.88. The Map of the Central Bank
(Source: revised by the author from the original 1928 map at Kanbolat archive)

¹⁹⁸ Açıkgöz, “Antioch and Alexandretta During the Mandate”, 134

The Building of the Chamber of Commerce

The building is constructed during Mandate period however the exact construction date is not known. The building was used as the chamber of commerce in the Republican period. It is considered that it had the same function during the French period and that it was designed for this purpose. The existence of a chamber of commerce in the city during the French period is also included within the notes of Jacquot¹⁹⁹.



(a)

(b)

Figure 3.89. (a) The building of chamber of the commerce (Source: Makzume Archive, “İskenderun postcards.”)
(b) The map of the building of chamber of commerce (Source: revised by the author from the original 1928 map at Kanbolat archive)

The building which is located on the western periphery of Gouraud Square is a chamfered, 3 storey modernist building. There are spaces with large openings in the ground floor, which are thought to be used as shops. It has balconies on two sides that face the Gouraud Square. Apart from the arch windows located on both sides of the chamfered part upstairs, all windows are rectangular. It has rising frontal walls like in the Palace of Justice (Figure 3.89).

¹⁹⁹ Jacquot, Antioche Centre du Tourisme, 60-61

Hospitals

In the records of Ottoman period, it is found that the building between the Government Office and the Customs building abandoned by quarantine was restored and turned into a hospital. And in 1925, the existing hospital building was rehabilitated and turned into a jailhouse upon the opening of the new hospital²⁰⁰. When maps are checked, a building has been found in the stated area. However, the building identified in this area within the maps of Ottoman period (Figure 3.21) is different than the buildings in the maps of the French period in terms of the features of their plans (Figure 3.90). Therefore, it is considered that this building may have come out not upon the restoration of the building abandoned by quarantine, but by re-construction in 1925. As the building in the photograph is called the French Police Office, the photograph is thought to be taken after the new hospital is opened, which is after 1928.

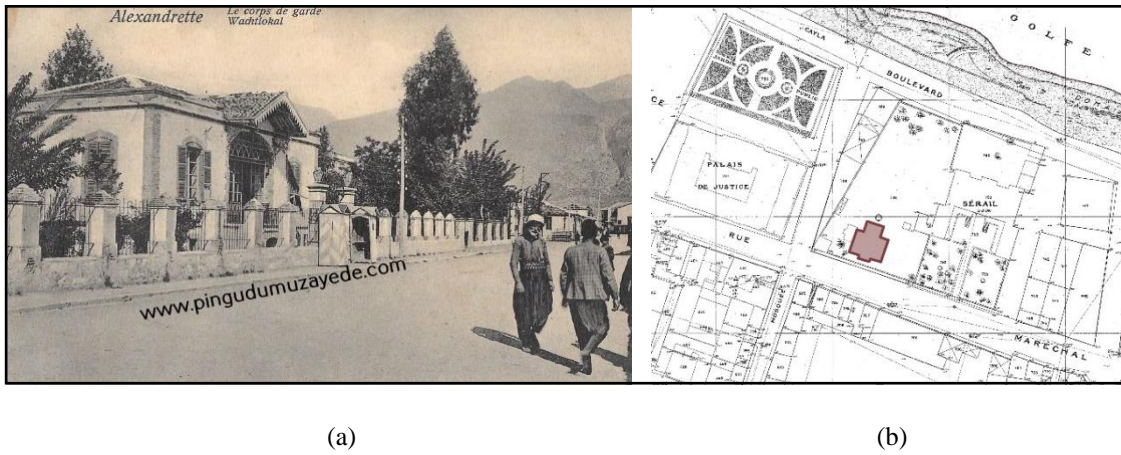


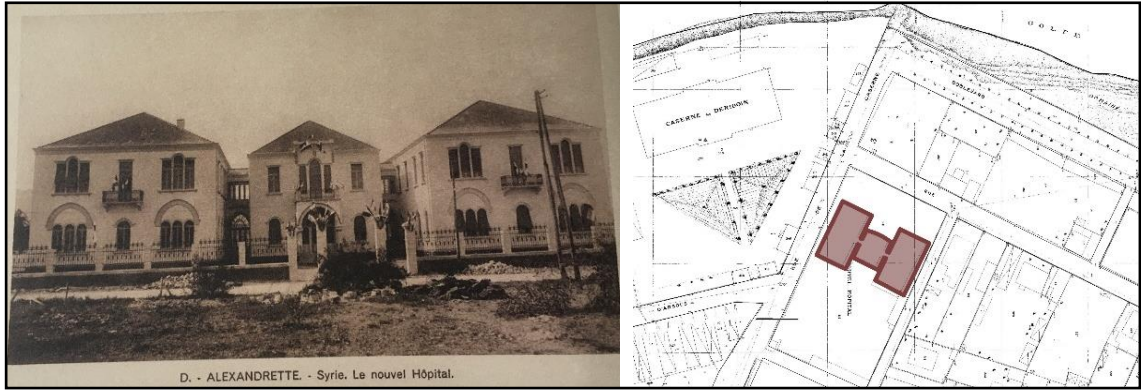
Figure 3.90. (a) French Police Station (Source: pingudumuzayede, “İskenderun”)
(b) The map of the French Police Station (Source: revised by the author from the original 1928 map at Kanbolat archive)

The building with 100 bed capacity, built in 1928 was designed by Mr. Jacquot²⁰¹ and its founder was St. Joseph de l’Apparition Sisters like the hospitals in Antakya²⁰². It was built to the corner parcel in the west part of the city, where Caserne Street and Beauregard Street intersect. The H-shaped building consists of 3 blocks (Figure 3.91).

²⁰⁰ Açıkgöz, “Antioch and Alexandretta During the Mandate”, 123

²⁰¹ Açıkgöz, “Antioch and Alexandretta During the Mandate”, 128

²⁰² Aslanoğlu, “Fransız İşgal ve Manda Döneminde İskenderun Sancağı”, 93



(a)

(b)

Figure 3.91. (a) New Hospital (Source: Köker, Musa Dağı Ermenileri, 78)
 (b) The map of the French Police Station (Source: revised by the author from the original 1928 map at Kanbolat Archive)

The entrance of the two-storey symmetrical building is enabled from the centre. Palladio motif is used in the gate and in upper floor windows²⁰³. The entrance is emphasized by the balcony above it. Each block of the building which consists of 3 blocks has a balcony. In the ground floor, windows that consist of round three sectional arches and single round arched windows are used. In the upper floor, all the windows on the flank fronts and the windows symmetrically located on both sides of the Palladio-motif window in the entrance front on the upper floor of the entrance block are rectangular. The architraves that exist in all windows and doors and roof moldings are remarkable. Within the buildings built in the city during the French period, this is the one which you can feel the effects of neoclassicism the most.

Schools

In 1931, there were FF Christian schools, official primary schools, Armenian schools, Greek Orthodox School, American School, Carmes Italian School, the School of Joseph de l'Apparition Sisters, Italian Carmelite Sisters School, Moslem School in the city²⁰⁴. Among them, the locations of Greek Orthodox School, Armenian schools, American School, Carmes Italian School, Moslem Ottoman Junior High School and Italian Carmelite Sisters School are identified (Figure 3.82). The school called FF

²⁰³ Aslanoğlu, "Fransız İşgal ve Manda Döneminde İskenderun Sancağı", 93

²⁰⁴ Jacquot, Antioche Centre du Tourisme, 60-61

Christian schools is considered to be the Frer School and its location is also known. The location of St. Joseph School could not be identified. Among these schools, St. Joseph, Frer and Carmes Italian Carmelite Sisters School have been built during the Ottoman period. The others must have been built during the period of French Mandate. However, it was not possible to reach detailed information about them. Apart from these schools, it was possible to reach some information about Des Sources School which is not mentioned in the tourism guide.



Figure 3.92. Ecole Des Sources
(Source: Köker, Musa Dağı Ermenileri, 79)

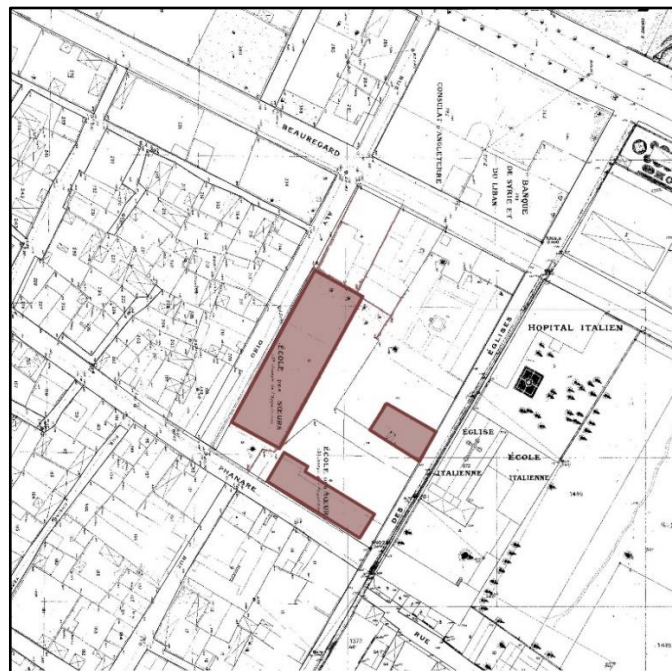


Figure 3.93. The map of the Ecole Des Sources
(Source: revised by the author from the original 1928 map at Kanbolat archive)

Des Sources School was built between 1924 and 1926²⁰⁵. It is located at the point where the small-scale buildings that are thought to be houses in the west intersect with consulates and monumental buildings like churches in the east and north (Figure 3.92). It consists of two blocks and an annex. It is a 2-storey rectangular, symmetrical building where the entrance to the main building is provided from the centre. In the upper floor, the windows located above and on both sides of the main entrance are round-arched. Other windows are rectangular. Its U-shaped architraves cover only the part above the window. It also has an entrance from the back side. The entrance is from the centre and above it, there is a space with a round-arched balcony. Above the arches, there is a round window. There is an attic rising in the middle part. Mozaic tiles are used indoor. It is presumed that the building on the south of the main building was used as dormitory. Unlike many other buildings built during this period, the rectangular building is asymmetrical. Compared to the main building, it is modest building with rectangular windows and architraves. The building with the smallest scale is presumed to be the annex. The outbuilding and the other two blocks have hipped tile roofs. The garden is located between the two blocks and the annex.

Hotels

Elyan Hotel, Constantinople Hotel, Halep, Sarraf, Suriye and Antakya hotels are the ones that existed in the city in 1931²⁰⁶. No information could be found about the hotels of Aleppo and Antioch. By checking the maps, it is understood that Suriye Hotel was located on Hamidiye Street. However, no other visual and written data could be reached.

Elyan Hotel; It was established by the transformation of Mihail Elyan Khan which was built during Ottoman period. It is also mentioned as Grand Hotel d'Orient. It consists of 16 rooms which have single and double beds (Figure 3.94)²⁰⁷.

Constantinople Hotel; It was transformed from the Post Office Building which was an Ottoman period building that faced Gouraud Square (Figure 3.95). When the map of 1928 is checked, it is seen that the building was still used as the post office during that date and the date when it was turned into a hotel is not known.

²⁰⁵ Hatay Kültür Envanteri, ed. Nilüfer Sezgin, 327

²⁰⁶ Jacquot, Antioche Centre du Tourisme, (Comite'de Torisme d'Antioche, 1931), 59

²⁰⁷ Jacquot, Antioche Centre du Tourisme, (Comite'de Torisme d'Antioche, 1931), 59



Figure 3.94. Elyan Hotel
(Source: levantineheritage, “Alexandrette.”)

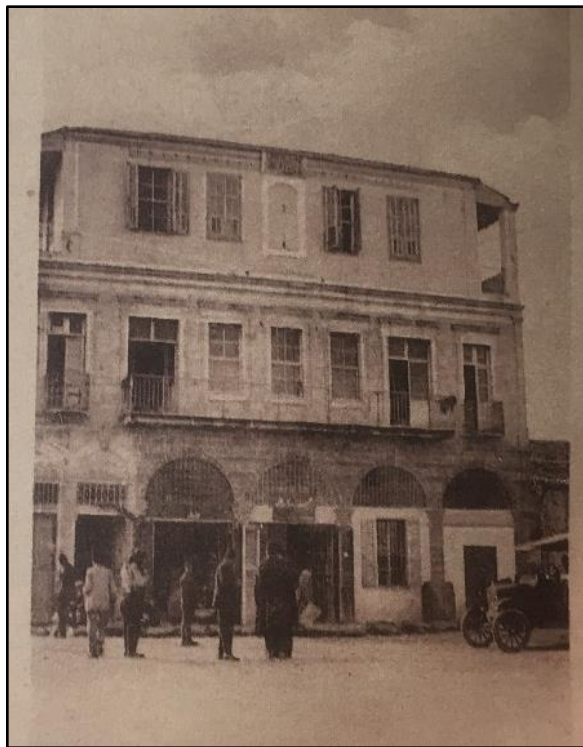


Figure 3.95. Constantinople Hotel
(Source: Köker, Musa Dağı Ermenileri, 108)

Sarrafi Hotel is located at the corner parcel where Marechal Foch Street and Cami Street intersect. No information could be obtained about its construction date, owner and

architect. As far as it is understood from its plan, it has a small courtyard in the centre (Figure 3.96). Windows with different dimensions and features are remarkable in the 3-storey building. It has twin, ogival windows, rectangular windows and round windows in different sizes. There are balconies both on its first and second floor. Its ground floor is not plastered, dark-colored stone texture is prominent and again on this floor, there are arched shops facing outwards. With these features, the ground floor of the building shows similarity with Constantinople Hotel.



Figure 3.96. (a) Sarraf Hotel (Source: wowturkey, “İskenderun”) (b) The map of the Sarraf Hotel (Source: revised by the author from the original 1928 map at Kanbolat archive)

Hotel Empire is located ashore in Cayla Boulevard. It is a 3-storey, symmetrical building with a rectangular plan (Figure 3.98). Its construction date is unknown. In 1938 during the period of Hatay Republic, the building was also used as the Consulate of Turkish Republic. While there are arched windows in the middle axis on the first and second floor on southeastern front, all other windows on these floors are rectangular. The architraves cover only the part above the windows as in Des Sources School. On the ground floor, above rectangular windows with wooden shutters, there are round-shaped clerestory windows (Figure 3.97). The roof is hidden behind rising walls, like in the Courthouse and the building of the Chamber of Commerce.

Hotel Europe is an asymmetrical, sinuous building. No information could be obtained about the location and date of its construction. It has a different architectural feature compared to the other buildings in the city as all the windows both on the ground and first floor have shutters and there are oriel and balconies (Figure 3.99).

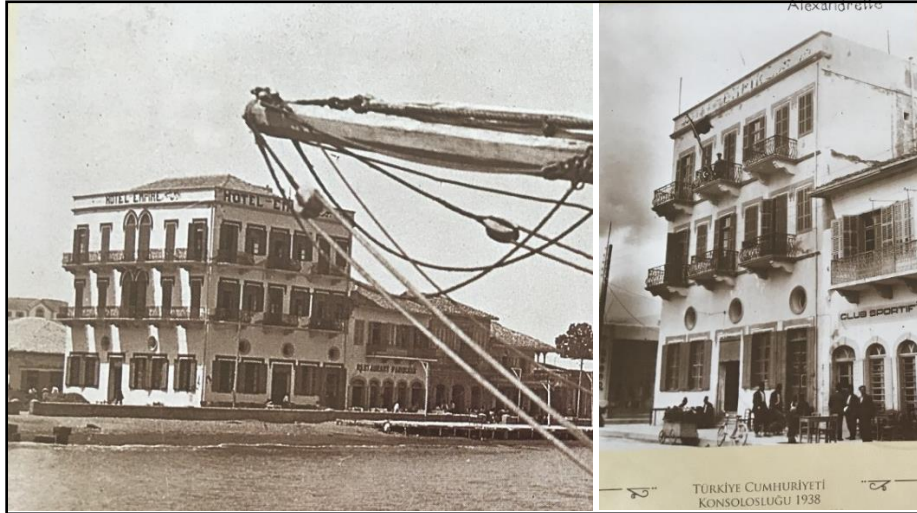


Figure 3.97. Hotel Empire

(Source: Hatay Metropolitan Municipality, Şehri Hatay, 166,215)

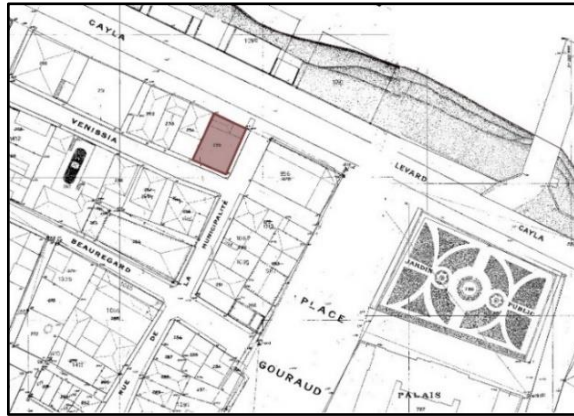


Figure 3.98. The map of Hotel Empire

(Source: revised by the author from the original 1928 map at Kanbolat archive)

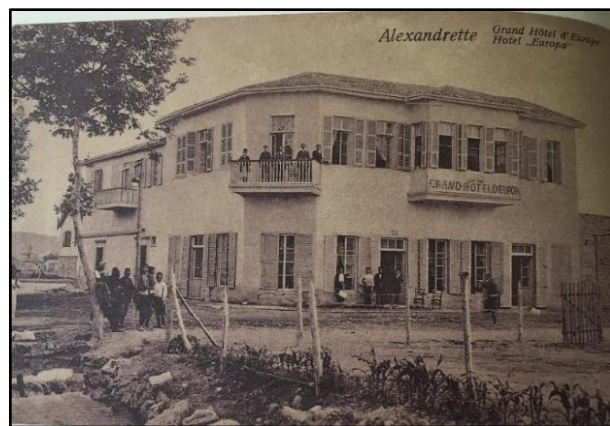


Figure 3.99. Hotel Europe

(Source: levantineheritage, "Alexandrette.")

Religious Buildings

It is known that there were Latin, Greek Catholic, Chaldean, Maronite, Assyrian, Greek Orthodox churches, a Catholic chapel and a Protestant temple in the city in 1931. Latin Catholic, Greek Catholic and Greek Orthodox churches were built during Ottoman period. The Greek Yorgi church is one of the churches built during the Ottoman period, but it was not mentioned in the tourism guide dated 1931. Although no written information could be reached about Keldani and Maronite churches, their locations could be identified on the map (Figure 3.82). No data could be obtained about the Catholic chapel and the Protestant temple. As the Armenian and Assyrian Churches are still standing today, they were just briefly mentioned. Among the worshiping buildings of other religions in the city, there are two mosques and a synagogue that belongs to Jews. The mosques were built during the Ottoman period and are explained in the related chapter²⁰⁸. The location of the synagogue is identified by checking the map dated 1928, but there is no other data available about it.

Armenian Church

The land of the church was donated by Armenian Manuk Malkisyan and therefore, the church is also known as Karasun Manuk Armenian Church. Although its construction year is stated as 1872 in the county cultural inventory²⁰⁹, as the building is not included in any Ottoman maps and the yearbook, it is considered that this date may be wrong and that the building was built during the French period. The first drawing can be seen in the map of the French period dated 1928. It is located in a region where housing is dense, on the Armenian Church Street, taking its name from the church, connecting with Hamidiye Street on one side (Figure 3.100).

Assyrian Church

There is no information about the date of construction. Its first drawing was seen in the map of French period dated 1928. The church located on Rue el Jadide Street is

²⁰⁸ Detailed information about these buildings is given in Chapter 3.2.2.3

²⁰⁹ Hatay Kültür Envanteri, ed. Nilüfer Sezgin, 277

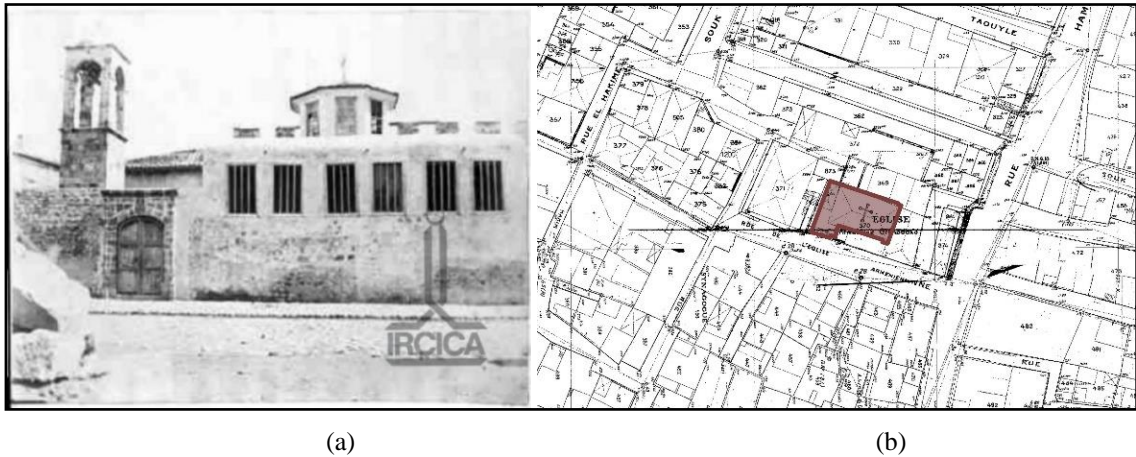


Figure 3.100. (a) Armenian Church (Source: Ircica archive, “İskenderun.”)
 (b) The map of the Armenian Church (Source: revised by the author from the original 1928 map at Kanbolat archive)

close to the Armenian Church, also in the region where housing is dense. The one-storey building made totally of stone has a rectangular plan with an excessive storey height. Its ogival windows and door, together with its overly inclined hipped roof add monumentality to the building. Interior of the symmetrical building that lies in the direction of east-west consists of a single volume and its abscissa is located on its western wall. In the centre of the entrance front, there is a round window which has a twin ogival window above, with the sign of the cross at the top. The ground of its garden that is located in the east is stone pavement. Two annexes are located both side of the entrance of the garden (Figure 3.101).

Cafes and Restaurants

Suriye Restaurant, Trikha Restaurant, Fleur de Syrie Restaurant, Bellevue Cafe, Plaj Cafe, Borsa Café, Liman Cafe, Belediye Cafe, Splendid Café are the cafés and restaurants that were placed in Alexandretta during the French period (Figure 3.103)²¹⁰. The locations of only Sahil Café and Splendid Café are known among them. When photographs are checked, it is understood that there was a restaurant west of Sahil Café, next to Empire Hotel, but its name is unknown (Figure 3.104).

²¹⁰ Jacquot, Antioche Centre du Tourisme, (Comite'de Torisme d'Antioche, 1931), 59

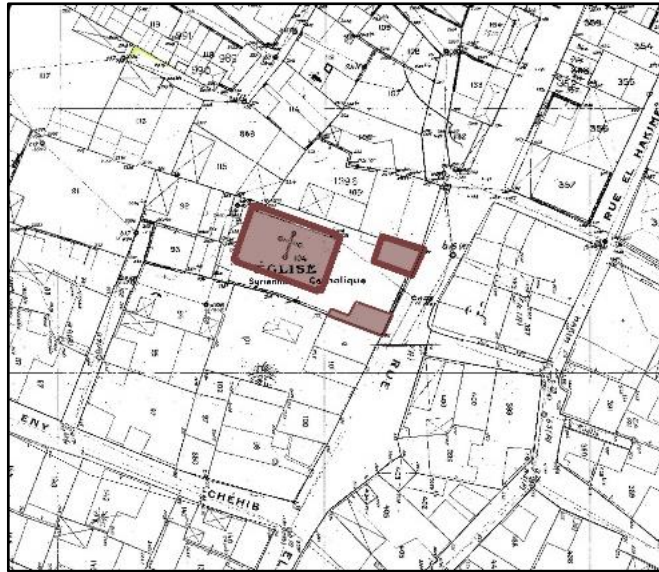


Figure 3.101. The map of the Assyrian Church

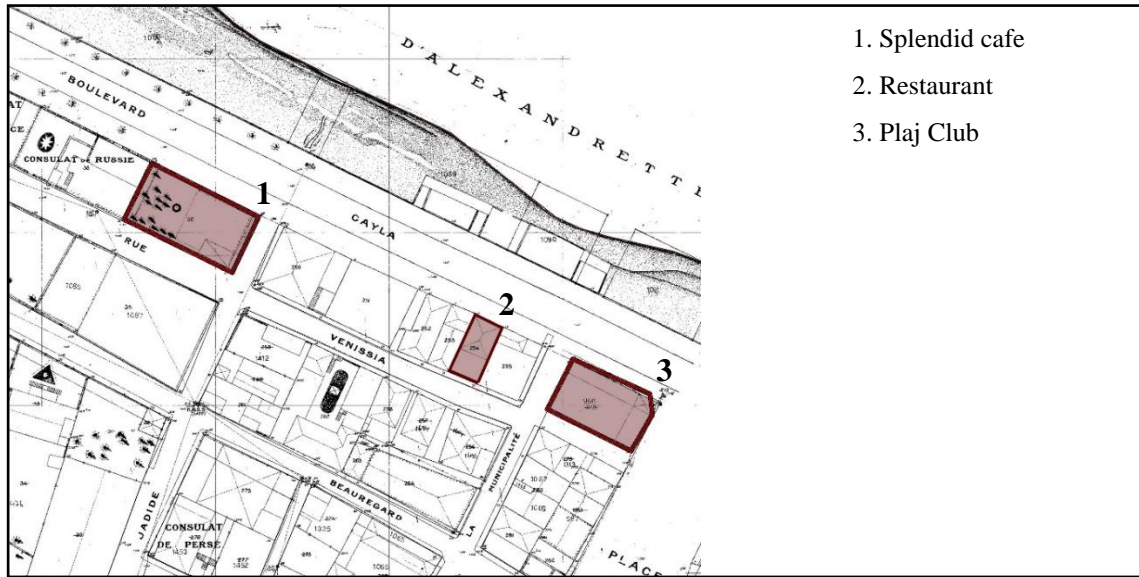
(Source: revised by the author from the original 1928 map at Kanbolat archive)



Figure 3.102. Assyrian Church

(Date taken: 09.2018)

Sahil Café is a one-storey building with colonnade, facing Gouraud Square on one side and the coast on the other. The restaurant a few blocks away is a two-storey building with arched openings on the ground floor. The windows with wooden shutters and the door to the balcony in the upper floor are rectangular. Splendid Café, which is a one-storey building, faces the coast like the others.



1. Splendid cafe
2. Restaurant
3. Plaj Club

Figure 3.103. The map of the Coffees and Restaurants in Alexandrette
 (Source: revised by the author from the original 1928 map at Kanbolat archive)

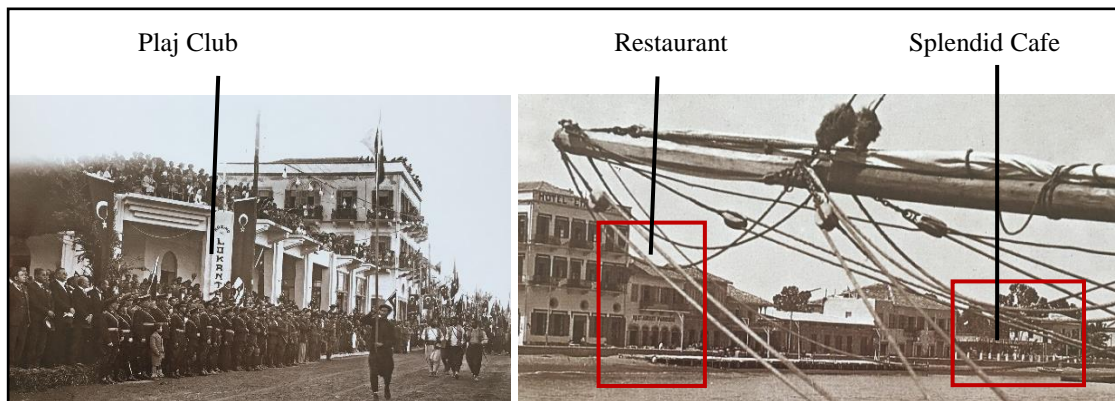


Figure 3.104. Coffees and restaurants in Alexandrette
 (Source: Hatay Metropolitan Municipality, Şehri Hatay, 239,215)

Consulates

In 1931, there were vice consuls of France, England, the Netherlands, Belgium, Norway, Spain, Italy, Germany, the USA and Iran in the city²¹¹. Looking at the map of 1928, the locations of the consulates of Italy, France, England, Russia and Iran are identified (Figure 3.105). The buildings of France and England consulates were built

²¹¹ Jacquot, Antioche Centre du Tourisme, 61

during the Ottoman period. The others were first seen in the map of 1928, but no written information could be obtained about them.

Among these buildings, the consulates of Italy and England are located on Beauregard Street. Iran consulate is located on El Jedid Street that runs this street vertically. The consulates of France and Russia face Vanessa Street.

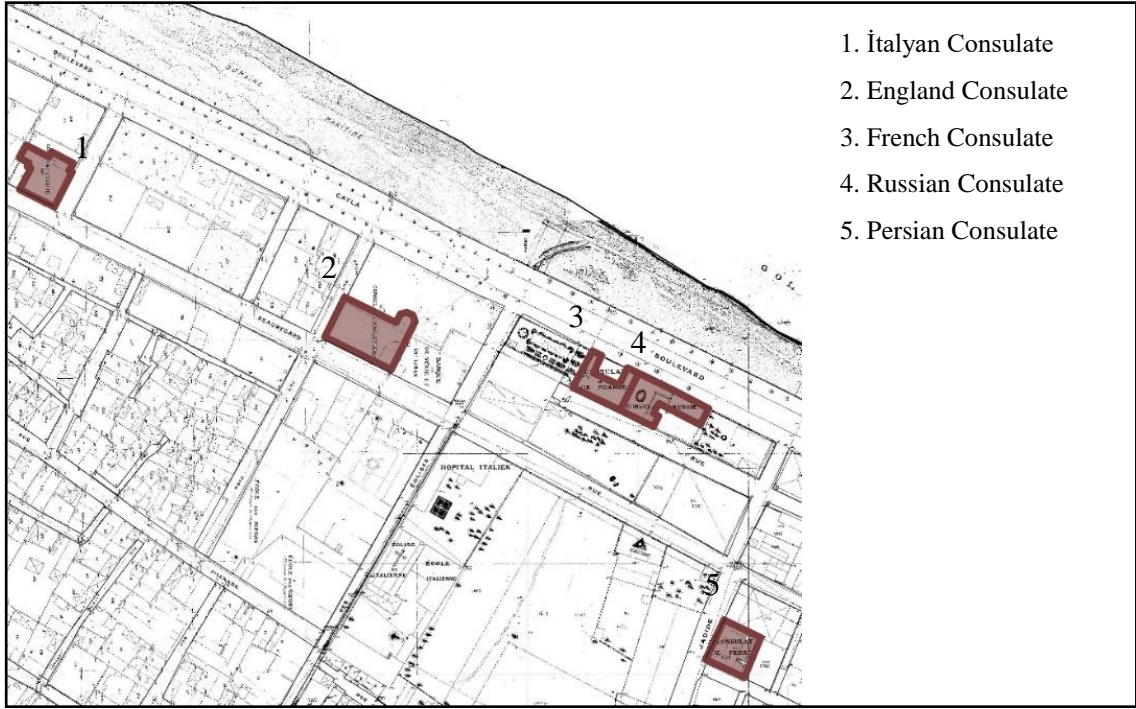


Figure 3.105. The map of the consulates in Alexandrette

(Source: revised by the author from the original 1928 map at Kanbolat archive)

Power Plant

In 1926, a power plant was established in Alexandretta²¹². It is a building with a rectangular plan and hipped roof, having similar features to hangar buildings. It has round-arched windows and door. The place with protrusion juxtaposed to the rectangle is thought to be added afterwards (Figure 3.106).

²¹² Tekin, Hatay İşgal Yılları, 240

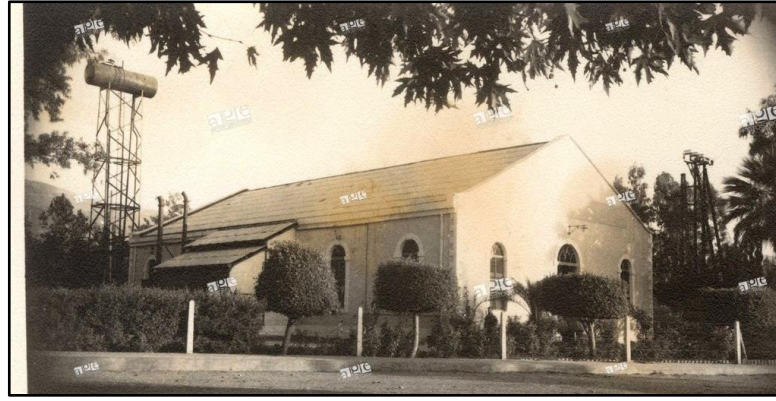


Figure 3.106. Power Plant
(Source: agefoto, “İskenderun.”)



Figure 3.107. The map of the electricity factory
(Source: revised by the author from the original 1928 map at Kanbolat archive)

Slaughterhouse

There is no information about the construction date. It does not take part in 1928 map. It's a one-storey building and located east of Naher Street, between the city centre and railway station building (Figure 3.108).

There are dentate architrave on the quoin intersections, door and window edges. The door and the windows in the main entrance section are arched. Above the entrance of hipped-roof building, there is a clerestory window (Figure 3.109).



Figure 3.110. The houses that are located at seaside
(Date taken: 09.2018)

There are a few one-storey houses which do not take place in 1928 map of French Mandate but it is possible to presume that they are built during Mandate when their architectural features are taken into consideration. They are symmetrical and entrances are provided from the centre. Some of their entrance doors which are receded from the street's alignment are arched and some are rectangular, similar to window architraves. Across the main entrance of the buildings with a rectangular mass, there is the door that opens to the backyard (Figure 3.111).

Another typology that belongs to the houses built during Mandate embraces neoclassical features. The use of balcony is common in houses consisting of several rooms gathered around a central hall. The central hall opens to exterior facade with three-arched windows. Due to the wideness of ground floor openings, ground floors of these houses are considered to be used for commercial purposes. Upstairs is reached by stairs

placed behind the doors takes place asymmetrically at one corner of the building (Figure 3.112).



Figure 3.111. Single floor houses
(Date taken: 09.2018)



Figure 3.112. Two storey houses
(Date taken: 09.2018)

3.3.4. Urban Open-green spaces

Gouraud Place, public garden located at seaside and another public garden located at the intersection of El Naher Street and Phare Street was the open/green areas designed during the Mandate (Figure 3.113.).

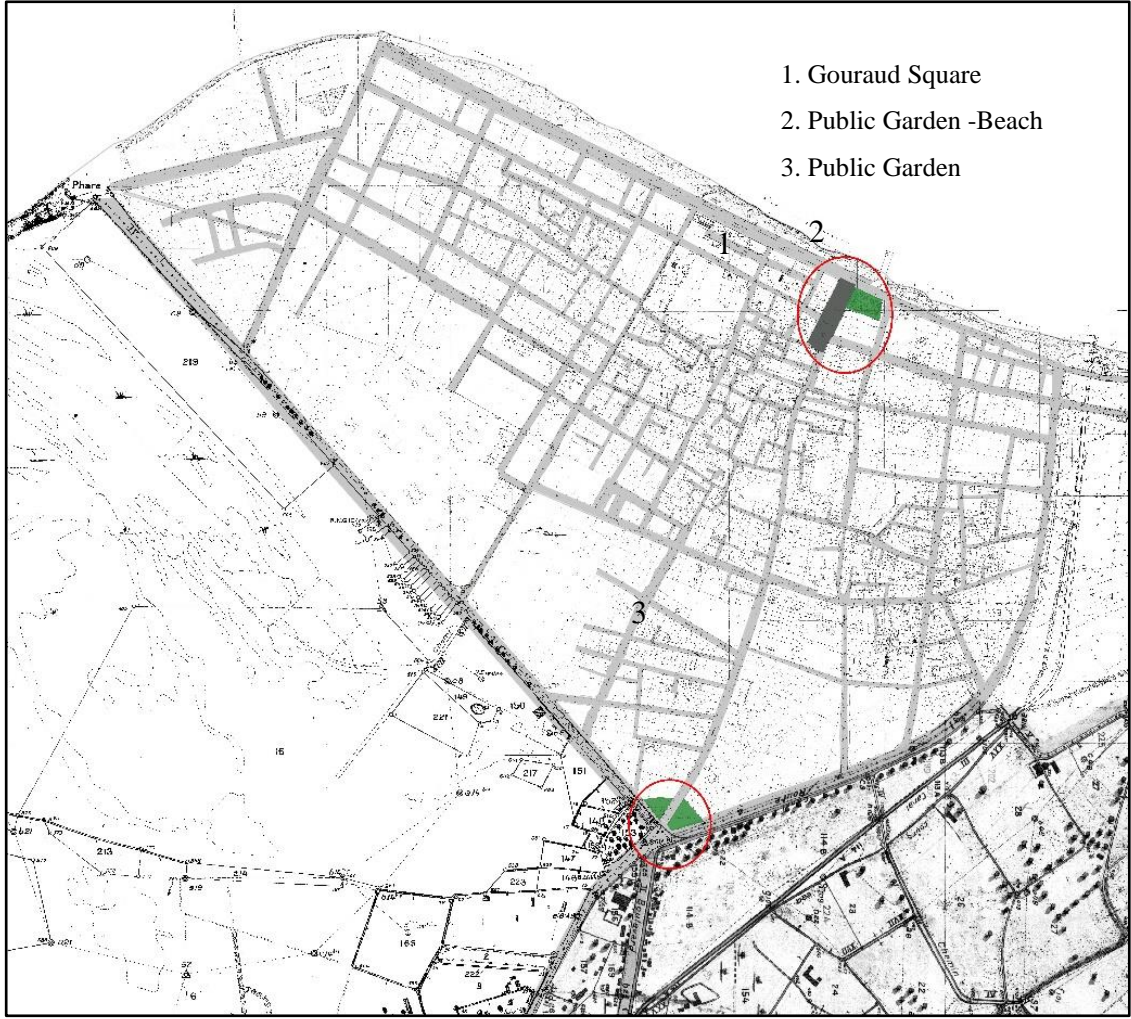


Figure 3.113. The map of open areas in Alexandretta

(Source: revised by the author from the original 1928 map at Kanbolat archive)

Gouraud Place – Public Garden

The place located behind the Customs building was an assembly area where the goods received from the customs were put during Ottoman period. In 1919, this area was opened as Gouraud Place (Figure 3.114), in memory of High Commissioner French General Henri Gouraud. In 1924, it was widened and a public garden (Jardin Public) was established at northeast of the square²¹⁴.

²¹⁴ Aslanoğlu, “Fransız İşgal ve Manda Döneminde İskenderun Sancağı”, 91; Açıkgöz, “Antioch and Alexandretta During the Mandate”, 132



Figure 3.114. Gouraud Place,
(Source: pingudumuzayede, “İskenderun.”)

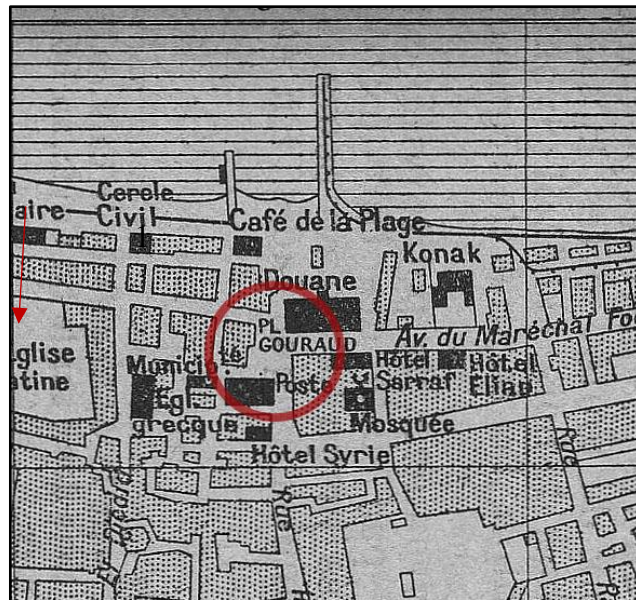


Figure 3.115. The map of the Gouraud Place
(Source: French Institute, “Alexanderette.”)

There are two visual documents; a map and a photo, in which the square is mentioned. According to the map belong to the years between 1919 and 1924, it is observed that the public park was not opened yet and the customs building was not demolished (Figure 3.115). The square’s relation with the sea was restrict by the Customs building in the north and by the building across. In the south, the place was bordered by the building which was known to be used as the post office during the French Mandate. Right next to the building, Hamidiye Street lies to the south. Southeast to the square (on the left in the photograph), there are shops that create a border (Figure 3.114). After them

there is Marechal Foch Street and in the west there is Beauregard Street. This square is important as it is the intersection point of Hamidiye, Marechal Foch and Beauregard streets, which are main arterial roads of the city.



Figure 3.116. Public Garden and Gouraud Place
(Source: Kanbolat Archive)

Upon the demolition of the Customs building and the building across in 1924, the place started to have a relation with the sea. And after the construction of jardin public to the coast line right afterwards, the place has gained a new identity (Figure 3.116).



Figure 3.117. The map of the Gouraud Place in 1928
(Source: revised by the author from the original 1928 map at Kanbolat archive)

Between 1928 and 1930, the Courthouse was built in the place of the main Customs building. The building across the Courthouse, on the west periphery of the Gouraud place, which was used as the Chamber of Commerce and the Plaj Club facing the coast in the northwest were also built during French Mandate period (Figure 3. 119). The change which started by the place having relation with the sea upon the demolition of the Customs buildings also continued on the other fronts that faced the square (Figure 3.118).



(a)

(b)

Figure 3.118. (a) Gouraud Place (Source: Mursaloğlu, “Zaman İçerisinde İskenderun,”17)
 (b) Public Garden (Source: Mursaloğlu, “Zaman İçerisinde İskenderun,” 22)

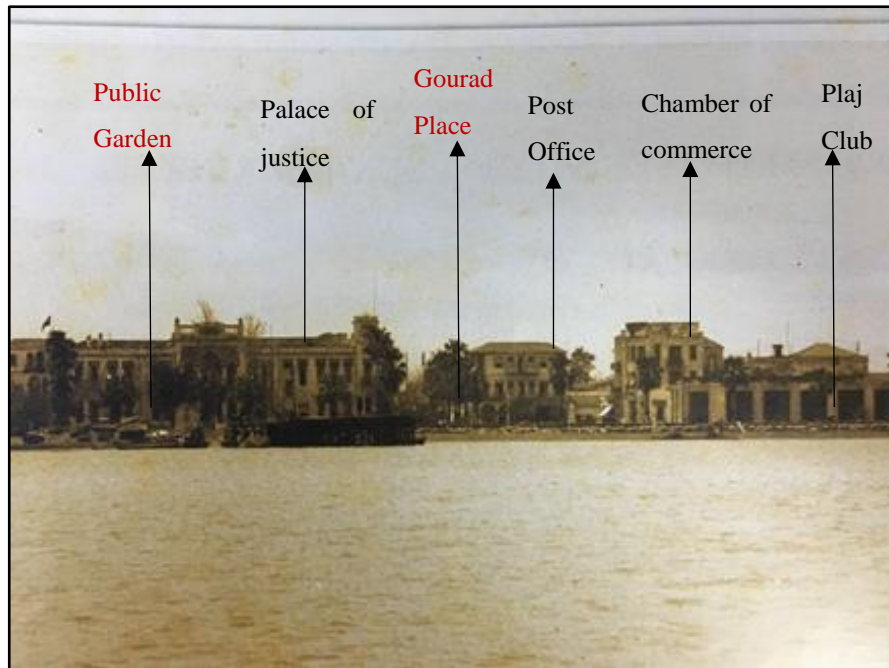


Figure 3.119. Gouraud Place from the view of the sea

(Source: Produced by the author from the original photograph found in 2011 Hatay İl Yıllığı, 231)

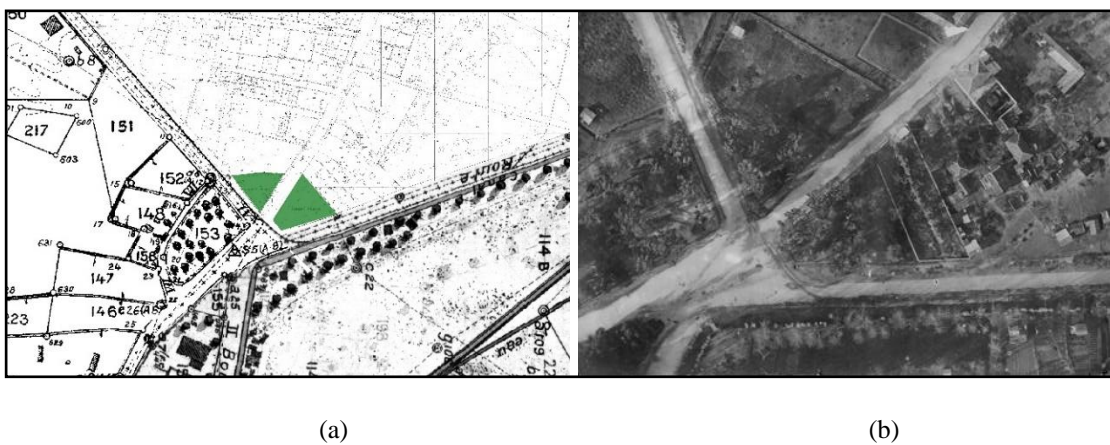
Public Garden

During Mandate, no other place arrangements are seen on visual sources apart from Gouraud Place. However, arrangements of urban green spaces are not limited to the establishment of the public park (Jardin Public) that is located north of the square. The land located within the intersection of Phare and Naher streets are the areas arranged by the French as the public garden (Figure 3.120). The area called Alexandrette Park in the photographs has met the recreational needs of the urbanite (Figure 3.121).



Figure 3.120. Public garden

(Source: pingudumuzayede, "İskenderun.")



(a)

(b)

Figure 3.121. (a) The map of the public garden (Source: revised by the author from the original 1928 map at Kanbolat archive)

(b) The aerial photo of the public garden (Source: Kanbolat archive)

Apart from the above mentioned open spaces, there is a new square which is known to be opened in 1937. This square was founded with the name of High Commissioner Pierre Durieux who has served for 14 years²¹⁵. However, no other visual or written source could be found about this square and therefore, no information could be obtained about its location.

3.3.5. Transportation Network

Seaway, railway, and highway transportation were available during the Mandate period. These are examined separately in this chapter.

3.3.5.1. Modern Port

Trade was almost came to a halt due to the war, in Alexandrette, which was operating as the natural port of Aleppo, one of Central Asia's trade centres for centuries. Opening of Toprakkale-İskenderun railway line at the beginning of 20th century was one of the significant developments that would improve port trade in the city and it was planned to serve the port. The construction of the modern port which was planned to be built together with the railway line could not be started due to the war and financial problems and the port could not be modernized. The intention of the French who dominated the area after the end of the First World War was to put the project of the modern port which could not be built back into agenda and to enliven Aleppo-based trade.

In order to actualize this intention, the concession of Alexandrette port was transferred to mandate administration in May 1921 and in November, it was given to the union of "Societe d'Etudes pour le Port d'Alexandrette". Urgent issues like the renewal of the dock, the construction of the railway that reached the port from the train station were immediately completed. Afterwards, new buildings, hangars (with 4000 square metre capacity) and a lighthouse at the entrance point of the dock were built to the port area and 200 m long dock line was illuminated (Figure 3.122). Until the end of 1938,

²¹⁵ Açıkgöz, "Antioch and Alexandretta During the Mandate", 132

more than 10 million franc was spent for the construction of the port. Between 1923 and 1938, a profit of 5,818,464 franc was obtained²¹⁶.

The new port was built east of the city centre, northeast of train station. The customs building and warehouse which used to be in the middle of the city were demolished upon the construction of the new ones. Therefore, port trade and customs works were removed from the city centre. The customs area at the city centre were not sufficient and the goods are waited on the streets as there were not sufficient warehouses. That is why, moving these functions to a wider and controllable place which can operate in relation with the train station was convenient.

The operating capacity of the port was around 128,000 tonnes in 1920s and it has increased in 1930s. The load carried by the steamers and sailing yachts that arrived at the port in 1934 was almost 38,883 tonnes in April only²¹⁷. It is obvious that the gradual alleviation of the destructive effects of the war was influential in the increase of these figures as well as the modernization of the port in 1922.

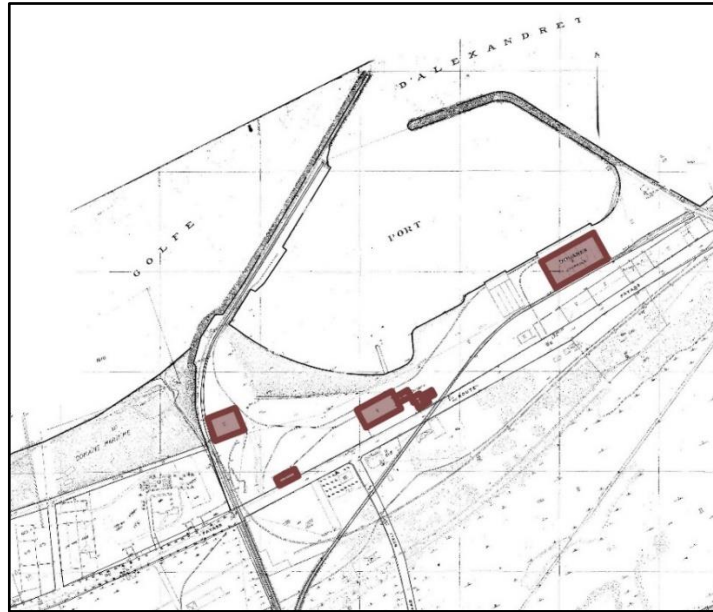


Figure 3.122. Customs buildings in 1928

(Source: revised by the author from the original 1928 map at Kanbolat Archive)

²¹⁶ Açıkgöz, “Antioch and Alexandretta During the Mandate”, 120; Aslanoğlu, “Fransız İşgal ve Manda Döneminde İskenderun Sancağı”, 91

²¹⁷ Tekin, Hatay İşgal Yılları (1918-1939), 238



Figure 3.123. The aerial photos of the port area
(Source: Kanbolat Archive)

3.3.5.2. Highways

Throughout the Sanjak of Alexandrette, many roads have been opened under the mandate administration to enhance trade and transportation. Between 1922 and 1923, while the road between Antioch and Alexandrette was being re-built, Aleppo-Alexandrette Road was improved in 1927. Alexandrette- Suveydiye Road was built in a way to provide travelling opportunity to the travellers with its stopovers²¹⁸. The number of automobiles in the city has increased by the improvements of these roads following the war. The number of automobiles which was 15 in 1919 has increased to 353 in 1930. There was also an increase in goods transport by tonnage trucks and vans and total amount of goods transported from the Sanjak to inland of Syria, especially to Aleppo reached 95,000 tonnes. Many bridges have been built on intercity roads during the Mandate period. These bridges carry the same language as have been drawn by French technical staff in administrative positions.

3.3.5.3. Railway

The part between Alexandrette-Payas of Alexandrette-Toprakkale which was completed by the German in 1913 was included in the borders of the Sanjak. Although it

²¹⁸ Açıkgöz, “Antioch and Alexandretta During the Mandate”, 127

is known that the line was completed in 1913, it was not possible to reach the construction dates of the buildings within the station that are included in 1928 map²¹⁹. During Mandate period, it is known that improvements have been made for the railway which was destroyed by several bombings during the war. On the other hand, there is no information about the extent to which the station buildings were destroyed or whether they were renewed or not.

After the improvements during the Mandate period, the amount of goods and commodities transported by the trains making two round trips every week was almost 31,000 tonnes a year²²⁰. Compared to the other ways of transportation, it is thought that this amount was low and that the desired capacity could not be provided in spite of the renovation.

3.4. Evaluation

While studying the historical urban pattern which was formed after the second half of the 19th Century and during the French Mandate Periods, some evaluations have been carried out in accordance with the topics.

3.4.1. Streets

By comparing the map of 1851 in which it has not been possible to decipher the street pattern clearly with the map of 1901 which was prepared 50 years later, it has been seen that the street pattern on the 1851 map was located at the middle part of the city on the 1901 map. It has been observed that on the 1901 map, the pattern located in this area has been also organic as in the most Ottoman cities. Within 50 years, it can be said that the grid street pattern has been formed in the direction of the sea on the north side of the area where organic pattern has been located and even some streets have extended perpendicularly from the seaside until the streets forming the border of the city. The outlines of the organic pattern formed during the Ottoman Period remained unchanged

²¹⁹ They are mentioned in Chapter 3.2.2.5. under the heading of “Transportation Network” since they were presumed to be constructed during Ottoman period.

²²⁰ Tekin, Hatay İşgal Yılları, 238-239

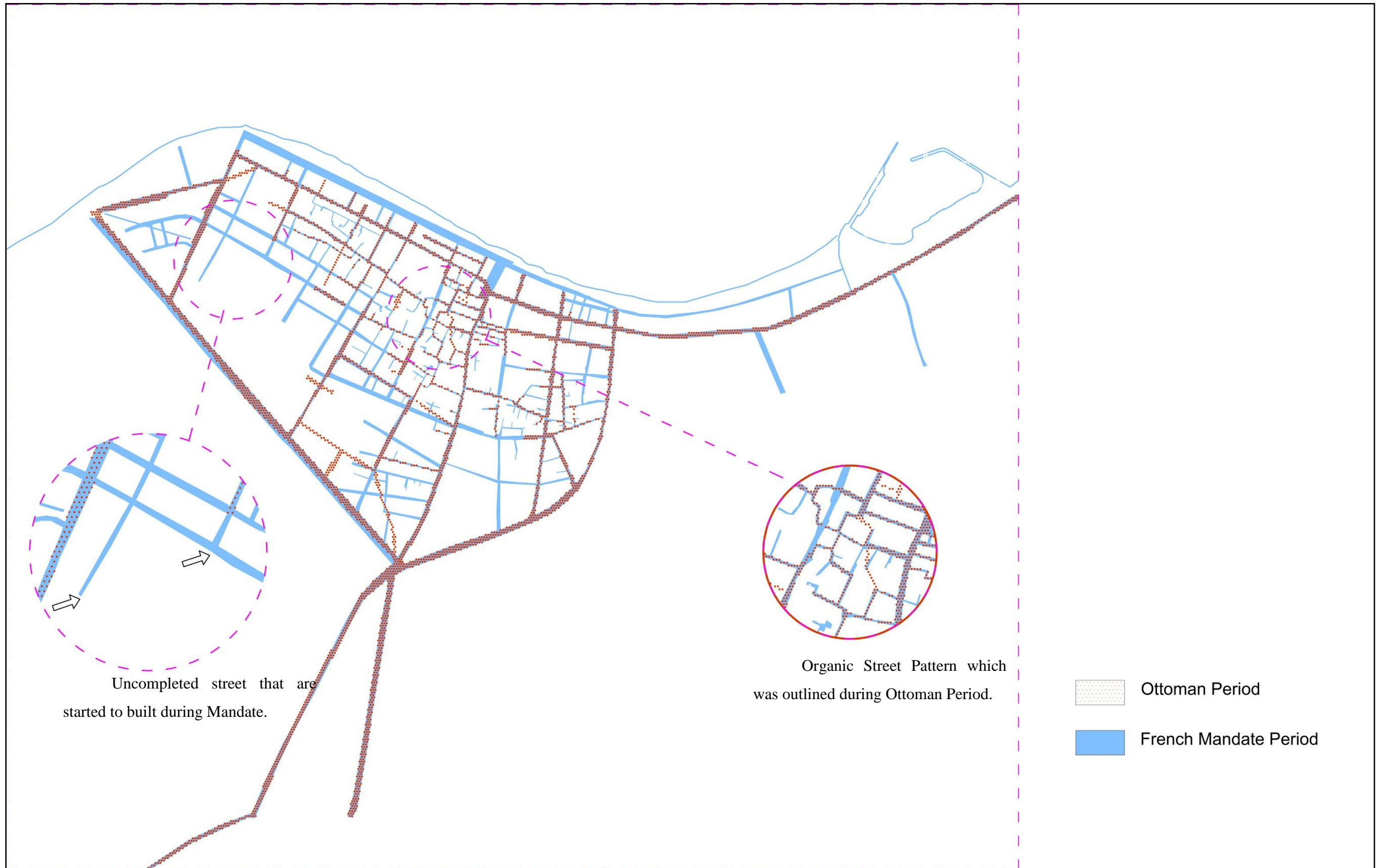


Figure 3.124. The Streets in Ottoman and Mandate periods

during the French Mandate Period. However, it has been observed that the dead-end streets which are the part of the organic pattern continued to be formed during the French Mandate Period. The grid street pattern became more evident but some streets in the Southwestern direction were left uncompleted (Figure 3.124).

3.4.2. Infrastructure Facilities

Plenty of works were carried out during the Ottoman and French Mandate Periods for the marsh problem which was the major problem of the city and prevented its development for many centuries despite its location and positive port characteristics. Although countless works started to be carried out with openings of the Ibrahim Pasha Canal in 1831 during the Ottoman period, a permanent solution could not be found for this problem. The works carried out during the Ottoman period showed their effect for a few years and then the city turned back to its previous condition again. Because these works were not carried out according to a systematic plan. Thus, a permanent solution could not be provided. On the other hand, during the French Mandate Period, a marsh committee was established as a first step and then the works were carried out systematically with the Travaux public established by the municipality. Thereby, the marsh problem was come up with a solution during the French Mandate Period.

3.4.3. Built-Up Areas

By comparing the built-up areas both during the Ottoman Period and French Mandate period, it has been seen that the function distributions are close to each other. Residential district spread over a wider area with widening the road networks and increasing the urban population during the French Mandate period. Development has been seen in the south direction and towards the western end of the seaside during this period. The transportation and commercial activities starting with the construction of the railway and developing in the east of the city spread over a wider area with the transfer of Government Office and the construction of a new port. The trading areas intensifying in the area where the organic pattern was located, have continued to locate at the same position. It can be said that the Administrative District has also continued to be located at

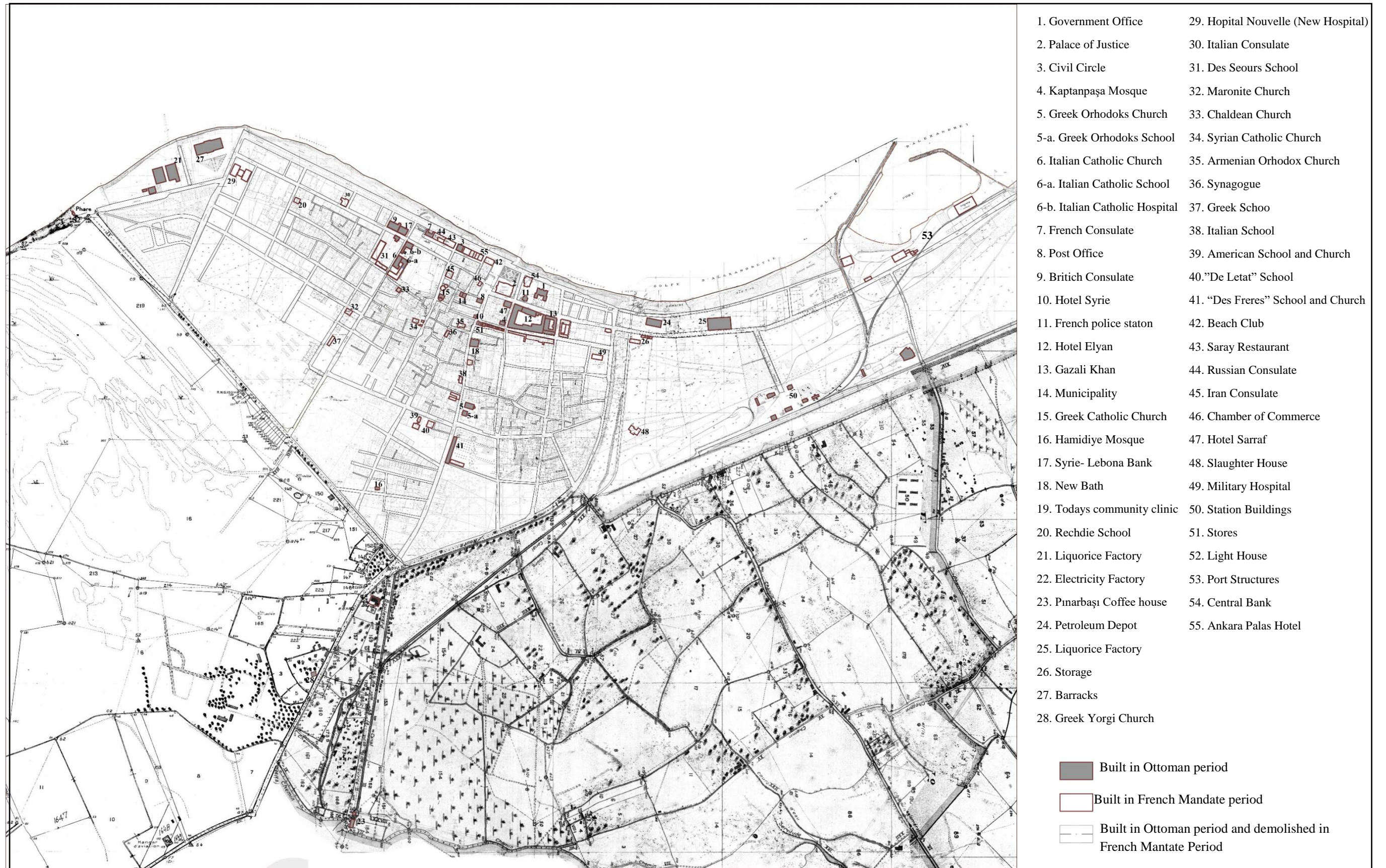


Figure 3.125. Monumental buildings built in Ottoman and Mandate periods
 (Source: revised by the author from the original 1928 map at Kanbolat archive)

the same area, but it has developed with some buildings as Courthouse, Central Bank, Municipality, Chamber of Commerce and Consulate. The development of the Administrative District is related that Alexandretta was the Center of Sanjak and the place where the delegates stayed in the winter. While Alexandretta was a small village at the beginning of the Ottoman Period, it turned into a town in the year of 1850 and it became a headquarters during the Mandate period.

Among the monumental buildings, although the religious buildings were dated to the Ottoman period, the public buildings as Hospital, Bank, Courthouse was built during the Mandate period. The Government Office, on the other hand was built during the Ottoman period and was repaired during the French Mandate period. There are also a couple of monumental buildings which were built during the Ottoman period but demolished during the French Mandate Period and whose functions are known. These Buildings are Custom Houses, Marsh Station, Quarantine Building and Yorgi Coffee House. 21 of the 55 monumental buildings which were exist in Mandate period were built during the Ottoman period and continued to be used (Figure 3.125). The function of some of these buildings have been changed. Mihail Elyan-Khan and Post office are the buildings whose functions have been changed and they have been used as Hotel.

It has been observed that the typologies of the Houses built during the Ottoman period are different from the Houses of French Mandate period. The two-storey villa type houses at the seaside and neoclassical style houses inside the town are the examples of new typology.

3.4.4. Open and Green Areas

The open and green areas existing during the Ottoman Period are not regulated areas. On the other hand, during the French Mandate Period, two squares were established, and urban gardens were created inside the town. While Gouraud Place, one of the squares, was used as an area where the materials passing through the customs were kept during the Ottoman period, it was converted into a square with demolition of the buildings cutting the area off from the sea in the north direction during the French Mandate Period. It could not be acquired any visual data related to the other square called “Duriex Square”. The green area existing around the Pınarbası Coffee House which was built during the Ottoman Period continued to be used during the Mandate period, as well.

Except this green area, there are also two urban gardens created inside the town during the French Mandate Period (Figure 3.126).

The buildings in the northernmost opened directly to the beach without any borderline during the Ottoman Period. The Cayla Boulevard built between the buildings and the seaside during the Mandate period formed a visual border. However, this boulevard was not a coercive border which hinders the citizens from reaching the sea functionally due to the small number of the vechiles.

It has been observed that, the pre-existing open and green areas continued to be used and to be expanded during the Mandate period and in addition to these, new urban gardens were established. Accordingly, it can be said that recreational uses developed during the transition from Ottoman period to Mandate period.



Figure 3.126. Open and Green Areas built in Ottoman and Mandate period

3.4.5. Transportation Network

The marine transportation was firstly provided with the piers built by foreign consulates in the mid-19th century during the Ottoman period, then a new pier belonging to the government was built next to the customs area. This pier was repaired and rebuilt several times. While these piers were located at city center providing easy access, they were moved out of the city center with establishing a new port facility during the Mandate Period. Concordantly, the customs buildings were also moved to the new port area. Furthermore, hangars and warehouses were built enough to meet the needs. This change can be attributed to the development of the urban life and the public activities in the city center. The customs facility did not suffice to meet the needs in the city center, however, there was not any place for its enlargements due to its location at an intensively environment. This reason must have been influenced on the construction of facility out of the city center. Besides, it must be difficult to provide the security of the goods passing through the customs and the custom controls without any interruption in an area with such a dense settlement.

The new location of the port whose construction process started with the concession in 1921 is on the north side of the railway station and close to it. Taking into consideration the railway line from the railway station to the port, it is possible to say that this location was consciously preferred. It was provided the deliveries from Syria and Anatolia to arrive in Alexandretta with the construction of Baghdad Railway and with a feeder line in Alexandretta. It was also provided the incoming goods to arrive easily in Europe by sea in consequence of building the port close to the railway station and connecting it to the station with a railway line. The port whose construction was started in 1921, was completed as a small port on the purpose of sheltering the barges in 1927.

The railway line built by Baghdad Railway Company in 1913 and damaged as a result of bombing several times during the Independence War, was repaired during the French Mandate Period. There were some developments and changes also on highways during the transitional period from Ottoman to French Mandate. The pre-existing road of Alexandretta – Antioch was rebuilt between the years of 1922-23, in 1927, on the other hand the road of Aleppo- Alexandretta was improved. Apart from that the road of Alexandretta – Samandağ which was a new line, was built.

The evaluations, made under the main headings shows that many urban implementations conducted after mid-19th century during Ottoman and Mandate periods. The Ottoman period implementations have not been conducted systematically and in a planned way. Nevertheless, in this period, it was observed that the surface area of the built environment increased at least twice, many new monumental and residential buildings were constructed, and new gridal arteries were added to the street pattern and the beltways of the city were formed. There have been very important developments in the field of transportation, such as the construction of the railway and the construction of the Aleppo İskenderun road. But success could not have been achieved in every aspect of the urban implementations. The problem of marshes could not have been solved and urban open and green areas have not been designed. Especially in the last period of the Ottoman Empire, the implementations were carried out under hard conditions due to financial difficulties. Such that, the railway were constructed as a result of financial agreements with foreign companies.

The Mandate period implementations were carried out more systematic than the Ottoman period ones. Many studies have been done in a short period as 20 years. Infrastructure and Streets works were carried out together and permanent solutions were provided for the problems. In order to overcome the physical deficiencies of Alexandretta which is the administrative center of the Sanjak of Alexandretta, road works were progressed at a great pace and many new links were added in the first decade of the Mandate period. Open and green areas such as urban gardens and squares were put into operation together with the construction of streets. Monumental buildings such as the Palace of Justice, the Central Bank and the Hospital were planned and constructed in the next phase, towards the end of the first decade or later. The construction works of the Mandate period have not been made by demolition of the previous works. The Ottoman period constructions were repaired and developed. This is evident from the refunctioning and repairing of the Ottoman buildings as well as the repairing of the transportation networks such as the railway and highways.

Although the constructions of the French Mandate were carried out in a more systematized way in comparison with the Ottoman period constructions, it is not possible to talk about a specific typology. Because the new buildings were not built by architects who were permanently assigned in the region and they were built by many people of different religious and ethnic origin.

CHAPTER 4

CURRENT URBAN FABRIC: SURVIVING AND LOST CHARACTERISTICS

The changes in the historical urban pattern formed and developed during the Ottoman and Mandate periods and its reflection to the present are discussed in this section.

4.1. Streets

According to the map generated by correlation the maps of Ottoman and French Periods and the Development plan of 1982, it has been observed that the streets which were a part of the grid street pattern but could not be completed during the French Mandate period, were completed, the street widths were increased, the Cayla Boulevard (today's Atatürk Street) was widened by filling the coastline, a recreation area was designed along the coastline and some of the streets forming the organic street pattern were demolished and converted into the grid street pattern. The increase in the street widths and the supplanting of the organic pattern by the grid street pattern can be related to the change in the built-up environment. As a result of the increase of the buildings in the vertical direction, the street widths were not sufficient for the buildings to allow light and air. Because the street widths are less in the areas where the organic pattern is dominated, these places must be turned into the grid street pattern. It can be said that, despite of these changes, today's street pattern was majorly formed in the city center until the year of 1928 (Figure 4.1).

4.2. Infrastructure Facilities

The marshes were the major problem of the city for centuries and prevented its development despite its positive port characteristics. This problem was come up with a



Figure 4.1. The map of the streets that shows the Ottoman, French Mandate and today's streets

solution during the French Mandate Period. Today, there is not any marsh problem in the city center. On the other hand, this problem could not be completely overcome in the neighbourhoods until recently. The Feyazan Canal flowing from the mountain and canalized out of the city center was built during the Republic period instead of the Ibrahim Pasha Canal. This canal overflows sometimes by clogging during rainy weathers. For this reason, the cleaning and improvement works of the canal are carried out today.

4.3. Built Up Areas

While a major part of the buildings forming the historical urban pattern were built during the late Ottoman period, many buildings were built also during the French Mandate period lasted a short time of about 20 years. The situation of the buildings forming the built-up environment is discussed in this section.

4.3.1. Monumental Buildings

While 34 of the monumental buildings and building groups constructed during the Ottoman period or Mandate period and whose function could be identified, are extant today, but 39 of them are not in existence (Table 4.1)²²¹. The most important buildings of the city as Palace of Justice, Government Office, Hopital Nouvelle (New Hospital), Central Bank, Military Barracks Building have been still extant despite some changes were made.

As explained in the Chapter 3, the Palace of Justice was built in the place of Customhouse after it was demolished. It has continued its existence as courthouse until recently. It was also used as Post Office for a while during the Mandate period and Republic Period. It is being restored at the present time and reportedly, it will be used as District Governorship (Figure 4.2).

The Central Bank has still been continuing its existence with the same function today. However, the building was enlarged two times with extensions in the direction of east due to the reason that the area remained incapable. The first extension, thought to have been built during the first years of the republic period, could not become integrated

²²¹ Each of the station and port buildings were included separately.

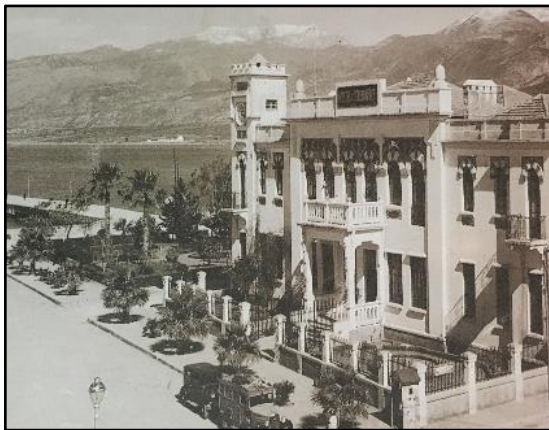
Table 4.1. The existing and demolished building

Name of the Building	Demolished Buildings	Existing Buildings
1. Government office		
2. Palace of Justice		
3. Registration Office		
4. Kaptanpaşa Mosque		
5. Greek Orthodox Church		
5-a. Greek Orthodox School		
6. Italian Catholic Church		
6-a. Italian Catholic School		
6-b. Italian Catholic Hospital		
7. French Consulate		
8. Post Office	Demolished between 1960-1982	
9. British Consulate		
10. Hotel Syrie	Demolished between 1960-1982	
11. Quarantine building		
12. Mihail Elyan Khan		
13. Gazail Khan		
14. Municipality		
15. Greek Catholic Church		
16. Hamidiye Mosque		
17. Syria Lebanon Bank		
18. New Bath		
19. Community Clinic		
20. Ottoman Junier High School		
21. Liquorice Factory	Demolished after 2012	
22. Electricity Factory		
23. Pınarbaşı Coffeehouse		
24. Petroleum Depot		
25. Liquorice Factory		
26. Storage		
27. Barracks		
28. Greek Yorgi Church		
29. Hopital Nouvelle		
30. Italian Consulate		
31. Des Seours School		
32. Maronite Church		
33. Chaldean Church		
34. Syrian Catholic Church		
35. Armenian Orthodox Church		

(Cont. on next page)

Table 4.2. (Cont.)

36.	Synagogue		
37.	Greek School		
38.	Italian School		
39.	American School		
39-a	American Church		
40.	"De Letat" School		
41.	"Des Freres" School		
41-a.	"Des Freres" Church		
42.	Beach Coffee	Demolished after 1973	
43.	Saray Restaurant		
44.	Russian Consulate		
45.	Iranian Consulate		
46.	Chamber of Commerce	Demolished between 1960-1982	
47.	Hotel Sarraf		
48.	Slaughter House		
49.	Military Hospital		
50.	Station Buildings *	1 of the 9 buildings was demolished	8 of the 9 buildings are exist
51.	Stores		
52.	Light House		
53.	Port Structures	The building complex consisted of 5 buildings were demolished in 1972	
54.	Central Bank		
55.	Ankara Palas Hotel	Demolished after 1973	



(a)



(b)

Figure 4.2. (a) Palace of Justice in Mandate period (Source: Mursaloğlu, Zaman İçerisinde İskenderun,17)
(b) Palace of Justice in today's İskenderun (Date taken: 09.2018)

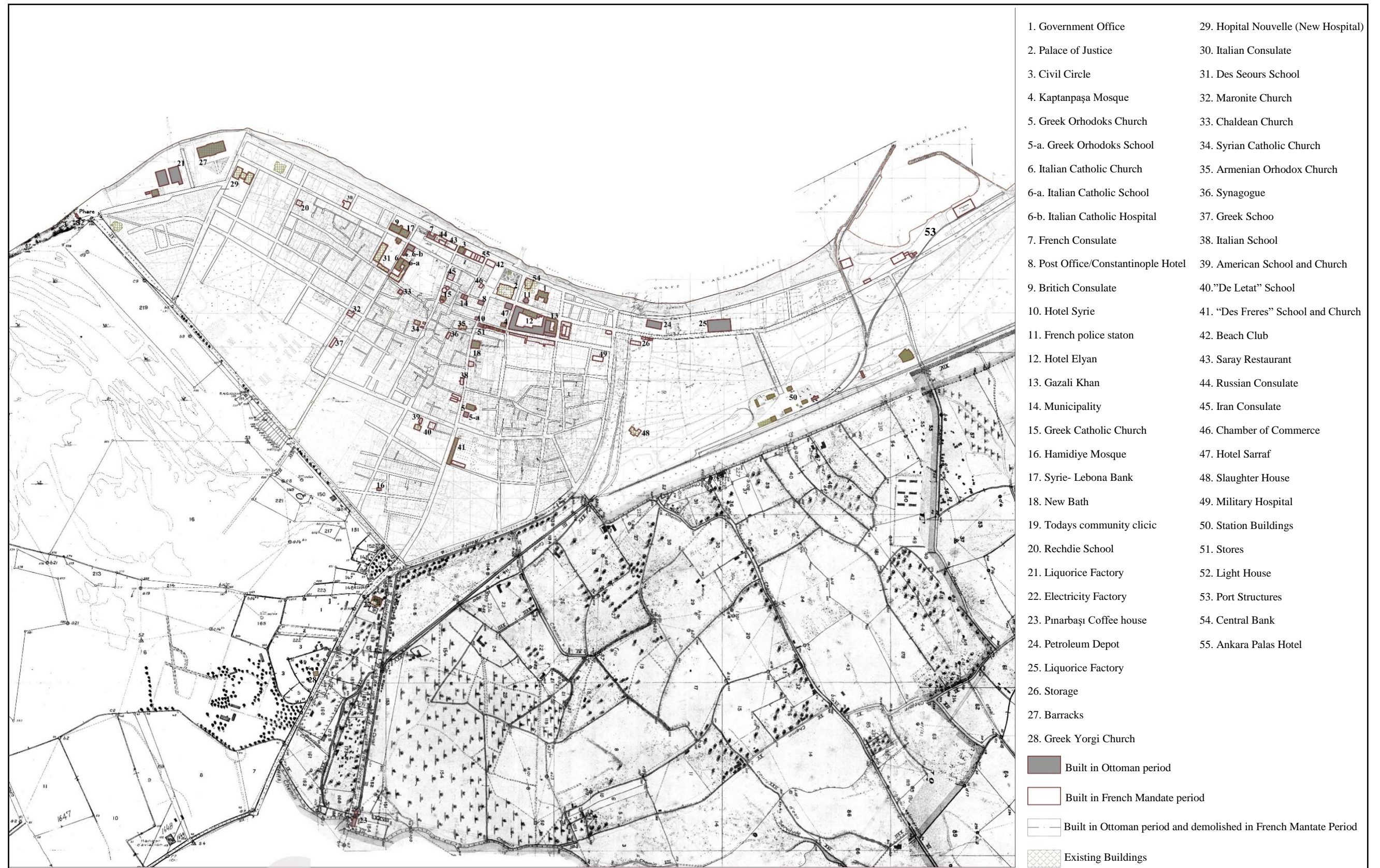


Figure 4. 3. Monumental buildings in three different periods
 (Source: revised by the author from the original 1928 map at Kanbolat Archive)

with the building, and it has a different height and appearance from the main building (Figure 4. 4). The second extension is a modern design with a grid system and constructed by repeating a window module and providing compactness with walls in some places. In respect to this, it has a different facade from the main building which consists of arches, crown gate and mosaic pavement. However, it is thought that the width of each module in the extensions is the same with the widths of windows in historical section and the design was tried to comply with the main building in this way. It is not exactly known when this change was made, however due to the reason that it has not taken part in the development plan dated 1982, but in the photographs dated 2000, it is considered that it was constructed between these dates. Although the originality of the building was damaged due to the extension, its design was found successful when it is taken into consideration that the building was constructed in 1990's. The extension section separated from the original building thanks to its modern facade and it can be perceived by everyone. However, it does not compete proportionately with the original building and adapts to it (Figure 4. 5).



Figure 4.4. (a) Central Bank in Mandate period (Source: Mursaloğlu, Zaman içerisinde İskenderun, 15)
(b) Central bank in the first years of the Turkish Republic (Source: Mursaloğlu, Zaman İçerisinde İskenderun, 16)

The hospital building, which was built in 1928, has exposed many interventions until today. The outbuildings which were located adjacent to the southern annexes of the building are the most noticeable changes (Figure 4.9). These extensions are the ordinary-reinforced concrete building which does not harmonise with the historical building. Besides, they reduce the visibility of the southern frontage and damage the building both physically and visually. The entrance facade of the building is preserved better than the others. But the roof was changed (Figure 4.7).



Figure 4.5. Central Bank in 2018
(Date taken: 09.2018)



Figure 4.6. New Hospital in Mandate period
(Source: Köker, Musa Dağı Ermenileri, 78)



Figure 4.7. New Hospital in today's İskenderun
(Date taken: 09.2018)

Today, by division of the plot, a new building is being built in the area located on the same plot with the hospital in the plans of 1928 (Figure 4.8). The annex of the hospital is planned to be demolished after the construction of the new building, designed as a dental hospital, was completed. By this way, the unqualified extensions will be eliminated. However, it is thought that the building, which is under construction, has some characteristic as its gabarite and architectural language that were not being adapted to the historical building (Figure 4.9).

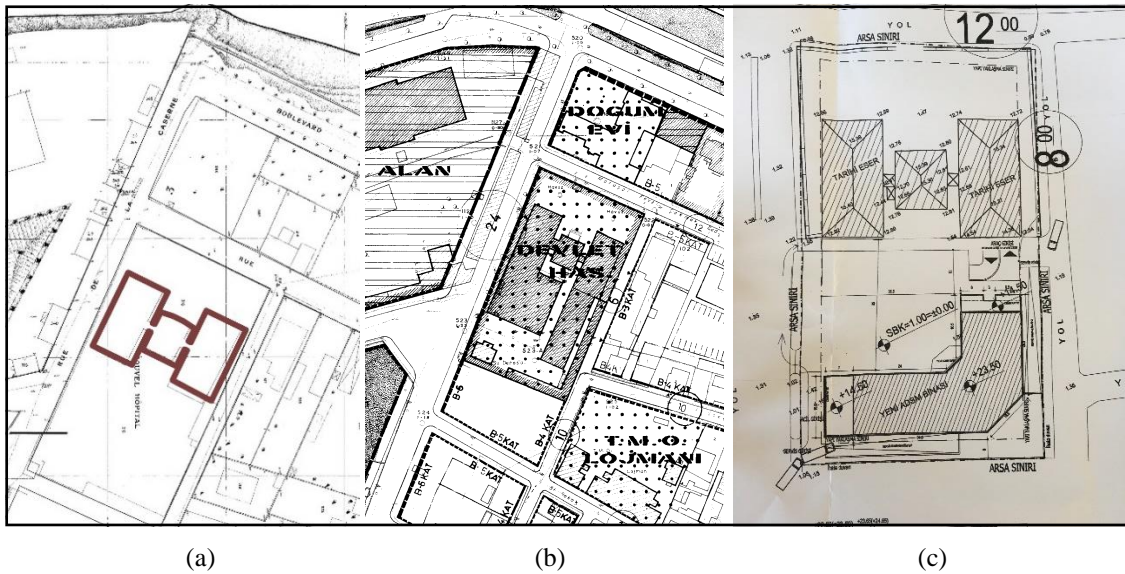


Figure 4.8. (a) The New Hospital in 1928 (Source: revised by the author from the original 1928 map at Kanbolat archive)
 (b) The New Hospital in 1982 (Source: İskenderun Municipality, 1982 dated development plan)
 (c) The New Hospital in today's İskenderun (Source: İskenderun Municipality, 2017 dated site plan)



Figure 4.9. The ancient hospital, the annex and new constructed building
 (Date taken: 09.2018)

The buildings of Chamber of Commerce and Post and Telegraph (it was used as Constantinople Hotel during the Mandate period) facing the Gouraud square, which is the most important square of the city, were destroyed completely. Although these buildings exist in the photograph of 1960, they do not take part in the construction plan of 1982. According to this, it can be said that these buildings were destroyed between the years of 1960 -1982 (Figure 4.10).



(a)

(b)

Figure 4.10 (a) A view to the Post Office and the Chamber of the Commerce in Mandate period (Source: Makzume Archive)
 (b) The area of the Chamber of Commerce in today's İskenderun (Date taken: 10.2018)

A range of historical building including Beach Club, Empire Hotel (Ankara Palas Hotel) and the restaurant next to it and the Splendid Café (Saray Restaurant) located at the seaside were destroyed completely (Figure 4. 11-4.12). Only the building of “civilian circle” which was used as a community center during the first years of the Republic period and as civil registry afterwards is exist. The building, restored recently, is still being used as civil registry today (Figure 4. 13).

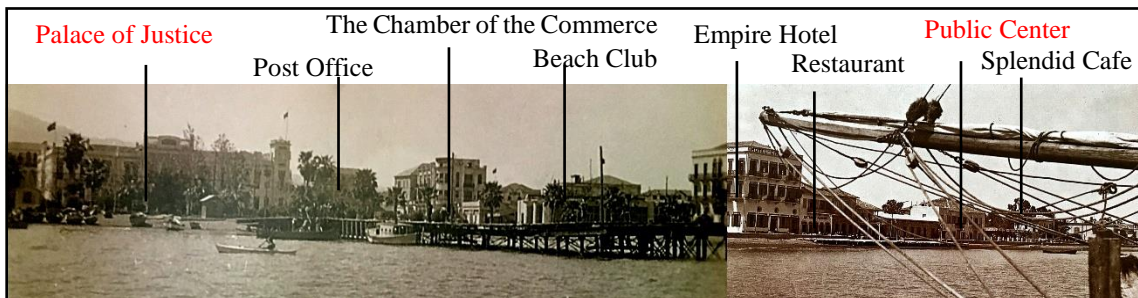


Figure 4.11. A view from the sea in French Mandate period (Source: Produced by the author from the original photograph found in “Zaman içerisinde İskenderun, 9 and Şehri Hatay, 215”)



Figure 4.12. A view from the sea today
(Date taken: 09.2018)



Figure 4. 13. (a) The community center in Mandate period (Source: Köker, Musa Dağı Emenileri, 69)
(b) The community center in today's Iskenderun (Date taken: 10.2018)

The destruction of these buildings, which are a part of the urban memory, caused the change of the city silhouette and furthermore, the new multi-storey buildings built in place of the destroyed ones, caused a decrease in the capacity of light and air in the city. In addition to that, these are unqualified concrete building which are the repetition of each other.

The whole buildings designed as hotel were destroyed. One of these buildings is the Empire Hotel mentioned above. Another is the Sarraf Hotel which is located at the intersection of the Mosque and Marechal (today's Beş Temmuz street) Streets. There is a multi-storey building same as the ones at the seaside in the place of this building (Figure 4.14). The hotel d'Europe, whose location could not be detected, does not exist today as well.



Figure 4. 14. (a) Sarraf Hotel in Mandate period (Source: wowturkey, “İskenderun.”)
 (b) Environment of Sarraf Otel in today’s İskenderun (Date taken: 09.2018)

The Mihail Elyah Khan and Gazali Khan, which were converted into Hotel later, still exist today, but they are in ruinous condition. The northern entrance of the Mihail Elyan Khan is extant, but the shops surrounding the yard were destroyed (Figure 4. 18). Similarly-sized shops were built on the southern frontage. But these are neglected and reinforced concrete shops.



Figure 4.15. A view from the courtyard of Mihail Elyan Khan
 (Date taken: 09.2018)

While its courtyard is used as a parking area (Figure 4.15), a gas station was built in some places of the destroyed parts. The functions independent of each other as seed

sale or restaurant are carried out in the shops opening outdoor on the northern front (Figure 4.16).

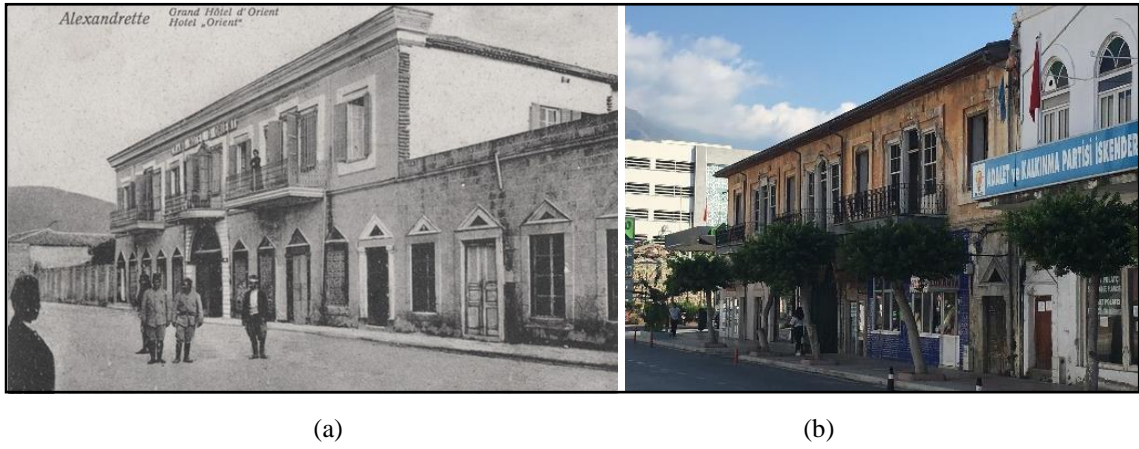


Figure 4.16. (a) The north façade of Mihail Elyan Khan in Mandate period (Source: levantineheritage, “Alexandrette.”)

(b) The north facade of Mihail Elyan Khan in today’s İskenderun (Date taken: 09.2018)

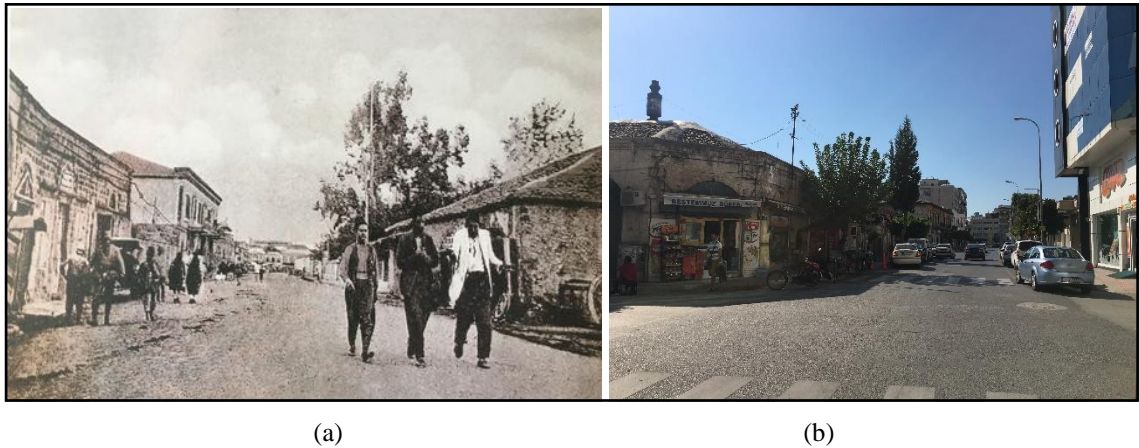
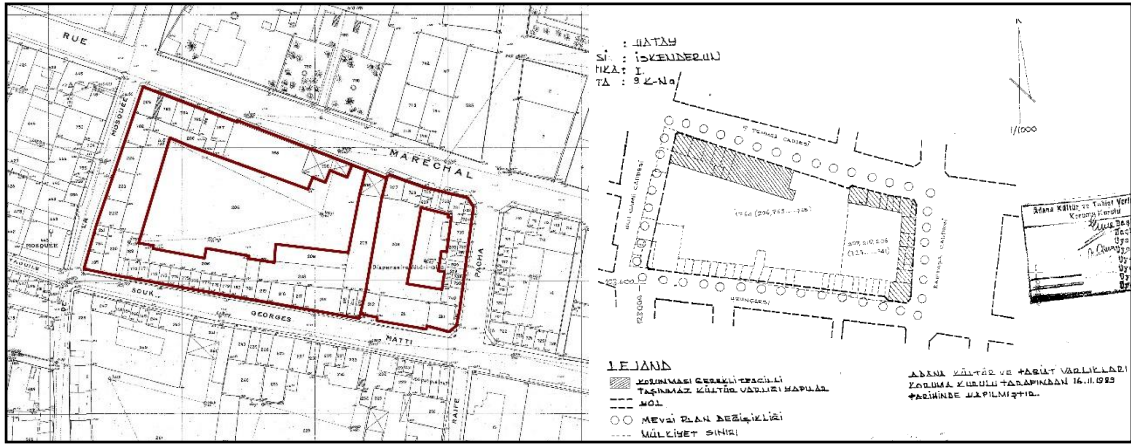


Figure 4.17. (a) Gazali Khan in Mandate Period (Source: Mursaloğlu, Zaman içerisinde İskenderun, 55)

(b) Gazali Khan in today’s İskenderun (Date taken: 09.2018)

The northern and eastern fronts of the Gazali Khan has survive without any destruction until today. The activities as food & beverage place and bakery providing service in food sector are carried out in the courtyard. It has been observed that the fronts openings of the Khans facing the street have changed as a result of their different functions (Figure 4.17).

Some of the religious structures as the Greek Orthodox Church, the Italian Catholic Church, the Assyrian Church, the Greek Catholic Church, Greek Yorgi Church and the Armenian Church are still existing today and continue to serve the same functions.



(a)

(b)

Figure 4.18. (a) The map of the khans in mandate period (Source: revised by the author from the original 1928 map at Kanbolat archive)
 (b) The map of the khans in today’s İskenderun (Source: İskenderun Municipality, 1982 Plan)

The worship of the Catholic Church is well preserved. There is no change detected in architectural elements. But it is observed that the annex building on the east was exposed to some interventions like changing the roof form and the increasing the storey height. (Figure 4.19).



(a)

(b)

Figure 4.19. (a) Italian Catholic Church in Ottoman period (Source: pingudumuzayede, “İskenderun.”)
 (b) Italian Catholic Church in today’s İskenderun (Date taken: 10.2018)

It has been observed that the dome of the Greek Orthodox Church and small window bays were destroyed. The front and lateral facades of the building contain authentic architectural elements such as architraves, roof moldings and bell towers. (Figure 4.20).



(a)

(b)

Figure 4. 20. (a) Greek Orthodox Church in Ottoman period (Source: Köker, Musa Dağı Ermenileri, 93)
 (b) Greek Orthodox Church in today's İskenderun (Date taken: 10.2018)

It is observed that the bell tower of the Armenian Church and the wall with 6 rectangular window were destroyed (Figure 4.21).



(a)

(b)

Figure 4.21. (a) Armenian Church in Mandate period (Source: Ircica, İskenderun)
 (b) Armenian Church in today's İskenderun (Date taken: 09.2018)

When the first drawings and the current situation of the Greek Yorgi Church is compared, it can be seen that the height of the building was increased and some annexes were added. The front and lateral facades of the building has completely changed. The eastern apse is preserved (Figure 4.22).

The hospital belonging to the Italian Church and the school belonging to the Greek Orthodox Church were destroyed. A four-storey building, which contains commercial functions on its ground floor, was built in the place of the hospital. Arched windows were designed in contemplation of its adaptation to the church on the upper floors of the

building, but however the ground floor consists of glass facades with wide openings. The reason of the differences between the upper floors and ground floor could not be understood. This building reduces the visibility of the church because of its higher gabarite and broad-base area (Figure 4.23). With the division of the land belonging to the Greek Orthodox Church, a road was passed through the area belonging to the school and church and a car park building was built in the place of the school. The car park building is not an adaptable building to the Greek Orthodox Church in terms of its form, gabarite and function.

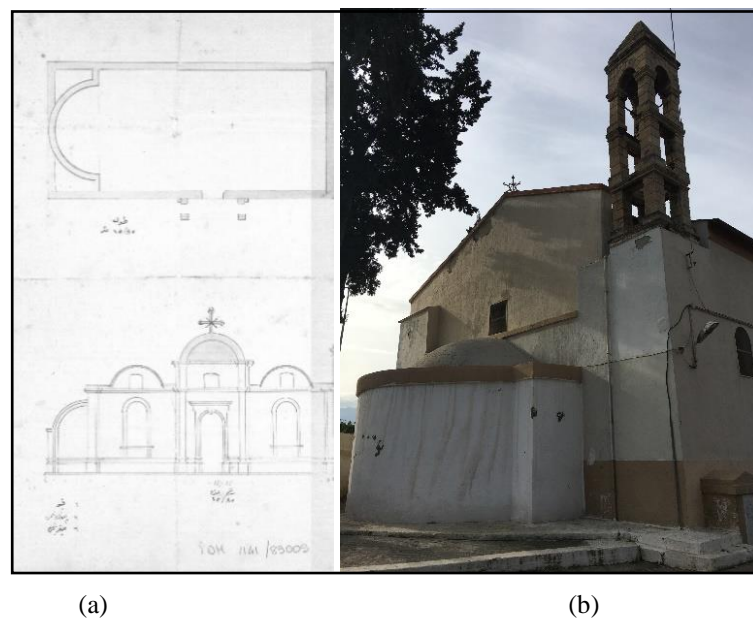


Figure 4.22. (a) The first drawings of the Greek Yorgi Church (Source: BOA İ.DH.1141/89009)
 (b) Greek Yorgi Church in today's İskenderun (Date taken: 10.2018)



Figure 4.23. (a) Italian Catholic Church (Date taken: 11.2018)
 (b) Rum Ortodox Church (Date taken: 11.2018)

The Hamidiye Mosque was demolished and replaced by a new mosque with the same name. On the other hand, only one part of the minaret of Kaptan Pasha Mosque has survived until today. The Synagogue, Maronite and Keldani Churches are also among the destroyed buildings.

The education buildings as Frer School, Des Sources and American School are still existing today. These buildings are used with the same function as “İskenderun Anadolu High School”, “Mithatpaşa Primary School” and “Beş Temmuz Primary School”. It has been observed that there were Churches belonging to the Frer School and American School, but they were destroyed.

The outbuilding of the Mithatpasha Secondary School was destroyed. However, the dormitory building and the main building were preserved. The integrity of the building has been destroyed by the annex which was constructed to the north side of the building. (Figure 4.24).



Figure 4.24. Des Sources School in Mandate period
(Source: Köker, Musa Dağı Ermenileri, 79)



Figure 4.25. Des Sources School in today's İskenderun
(Date taken: 09.2018)

The building, located at the same square, whose original function is not known and used as community clinic today, was also good preserved. The library building, which is estimated to have been built between these two historical building in the first years of the Republic, is a qualified structure (Figure 4.26).



Figure 4.26. The library building
(Source: 2014 *Fotoğraf* 142, National Library of Turkey)

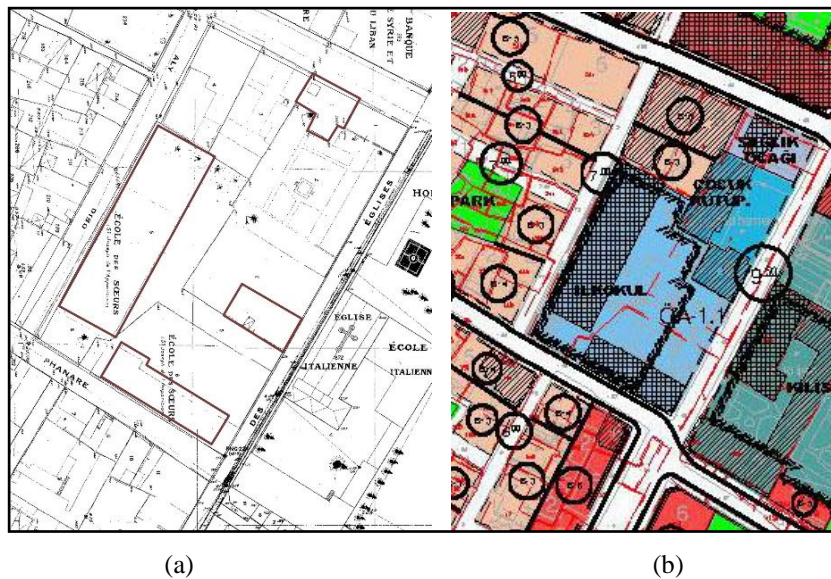


Figure 4.27. (a) Ecole Des Sources in Mandate period (Source: revised by the author from the original 1928 map at Kanbolat archive)
(b) Ecole Des Sources in today's İskenderun (Source: İskenderun Municipality, 2013 plan)

The main building of İskenderun Anadolu High School has survived without any destruction until today, but it is in neglected condition (Figure 4.27). There are many material losses and deteriorations. A multi-storey reinforced concrete building was built in the garden of the church in next periods however, it was located to the other side of the

garden which is far from the historical building. The juncture of the historical building and the reinforced concrete building located at adjacent parcel is remarkable. The six-storey building, adjacent to the single-storey section of the building, is an unqualified structure which does not adapt to the historical building with its window and door openings, architectural language and height.



Figure 4.28. The school of the Frer (İskenderun Anatolian highschool)

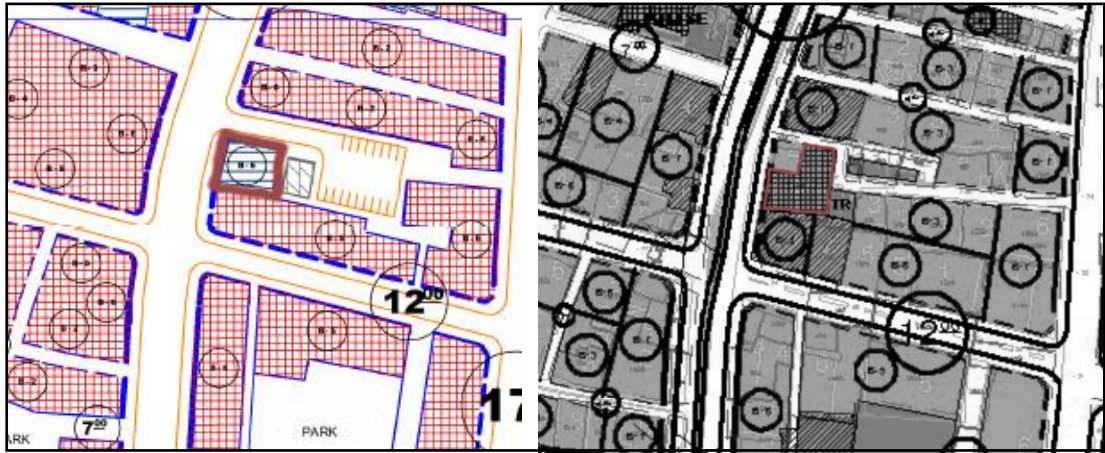
(Date taken: 09.2018)

The New Bath (Bath of Bakizade) is the only existing historical bath whose location could be detected. According to Eravşar, although it is a double-bath, the changing room of the section for women was converted into shops and the caldarium combined with the section for men²²². In support of this contention, while the bath was drawn as rectangle plan in the construction plan of 1982, it has been seen that the corner section was not included to the bath in the plan of 2010 (Figure 4.29). According to this, it can be said that one part of the bath was converted into a shop after the year of 1982 (Figure 4.30).

Only the British Consulate could be preserved among the buildings of Italian, British, Russian and Iran Consulates whose locations could be detected. This building was used by Augustine Catoni who was appointed as British Consul in 1880²²³. While there is a trading consulting company belonging to the Catoni Group on the ground floor of the building, its top floor is not in use. The building does not have any extension, but some of the ground floor openings have changed as in other structures (Figure 4.31).

²²² Eravşar, İskenderun Yeni Hamam, 154.

²²³ Levantineheritage, "Alexandretta." <http://www.levantineheritage.com/testi66.htm>



(a)

(b)

Figure 4.29. (a) The map of the New Bath in 1982 (Source: İskenderun Municipality, 1982 plan)
 (b) The map of the New Bath in 2013 (Source: İskenderun Municipality, 2013 plan)



Figure 4.30. The entrance facade of the New Bath
 (Date taken: 11.2018)

Only the British Consulate could be preserved among the buildings of Italian, British, Russian and Iran Consulates whose locations could be detected. This building was used by Augustine Catoni who was appointed as British Consul in 1880²²⁴. While there is a trading consulting company belonging to the Catoni Group on the ground floor of the building, its top floor is not in use. The building does not have any extension, but some of the ground floor openings have changed as in other structures (Figure 4.31).

²²⁴ Levantineheritage, "Alexandretta." <http://www.levantineheritage.com/testi66.htm>



Figure 4.31. The British consulate building in today's İskenderun
(Date taken: 09.2018)

A listed apartment complex is existing in the place of Italian Consulate today. The date of construction of this building is not known, however, it is thought that it might have been built between the years of 1940-1950 (Figure 4.32).



Figure 4.32. The apartment that is built in the place of Italian Consulate
(Date taken: 09.2018)

The date of destruction of the Touma and Forbes licorices factories, which are the ones built during the Ottoman period, is not known. The licorice factory belonging to Stamford Walter was thought to have been purchased by Forbes Company due to the reason that it named after the Forbes after a while (Figure 4.33).



Figure 4.33. (a) The area of the licorice factory in 1919 and 2000 (Source: levantineheritage, “Alexandrette.”)
 (b) The area of the licorice factory in 2018. (Date taken: 09.2018)

The administrative buildings of the factory, located on the southern side of the shopping center, has been preserved. However, due to the reason that there is a military area on the southern side and the shopping center on the northern side, the connection to the street is completely restrict (Figure 4.34).

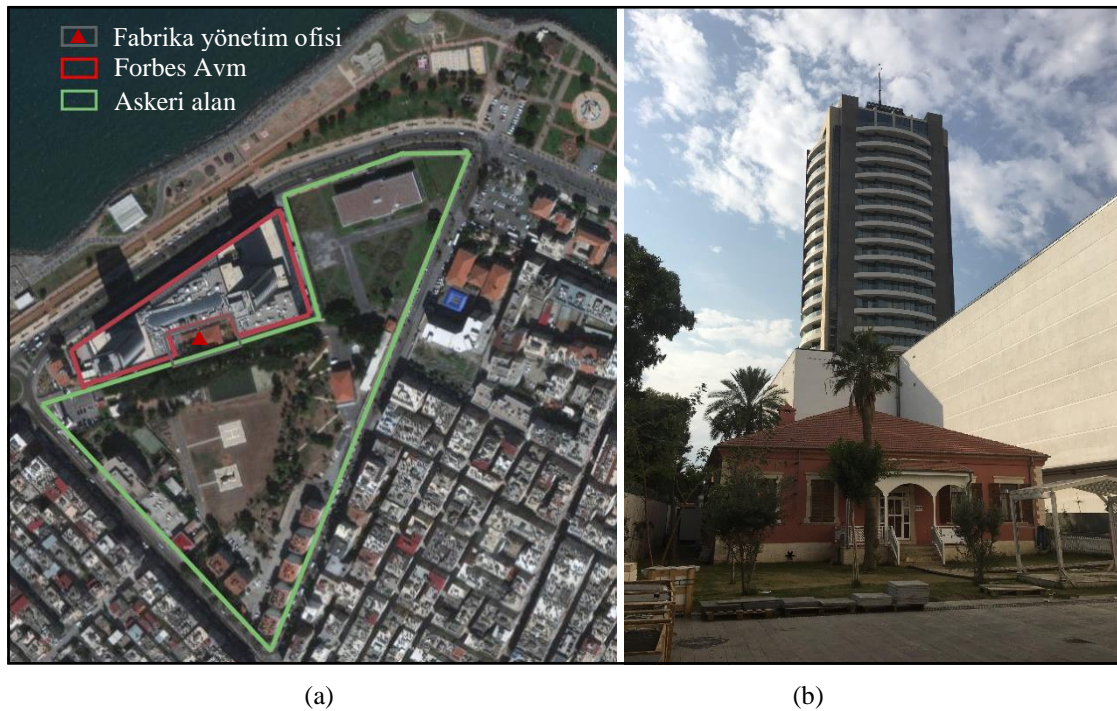


Figure 4.34. (a) Near environment of the licorice factory (Source: earthgoogle, “İskenderun.”)
 (b) The administration building of the liquorice factory (Date taken: 09.2018)

The electric factory built in 1926, are being used as an energy power plant affiliated to the Turkish Electricity Distrubition Corporation today, but it is in ruinous condition.It underwent some structural changes as the extention in the direction of southeast and the destruction of one part of the entrance door. Besides, it has plenty of materials deteriorations (Figure 4.35).



Figure 4.35. The electricity factory
(Date taken: 09.2018)

The slaughterhouse is the building which has been able to survive until today. It was restored and converted into the center of cultural, art and education activities. One of the annex of the main building has reached today without any destruction (Figure 4.36).



(a)

(b)

Figure 4.36. (a) The slaughter house in Mandate period (Source: Mursaloğlu, Zaman içerisinde, 64)
(b) The administration building of the liquorice factory (Date taken: 09.2018)

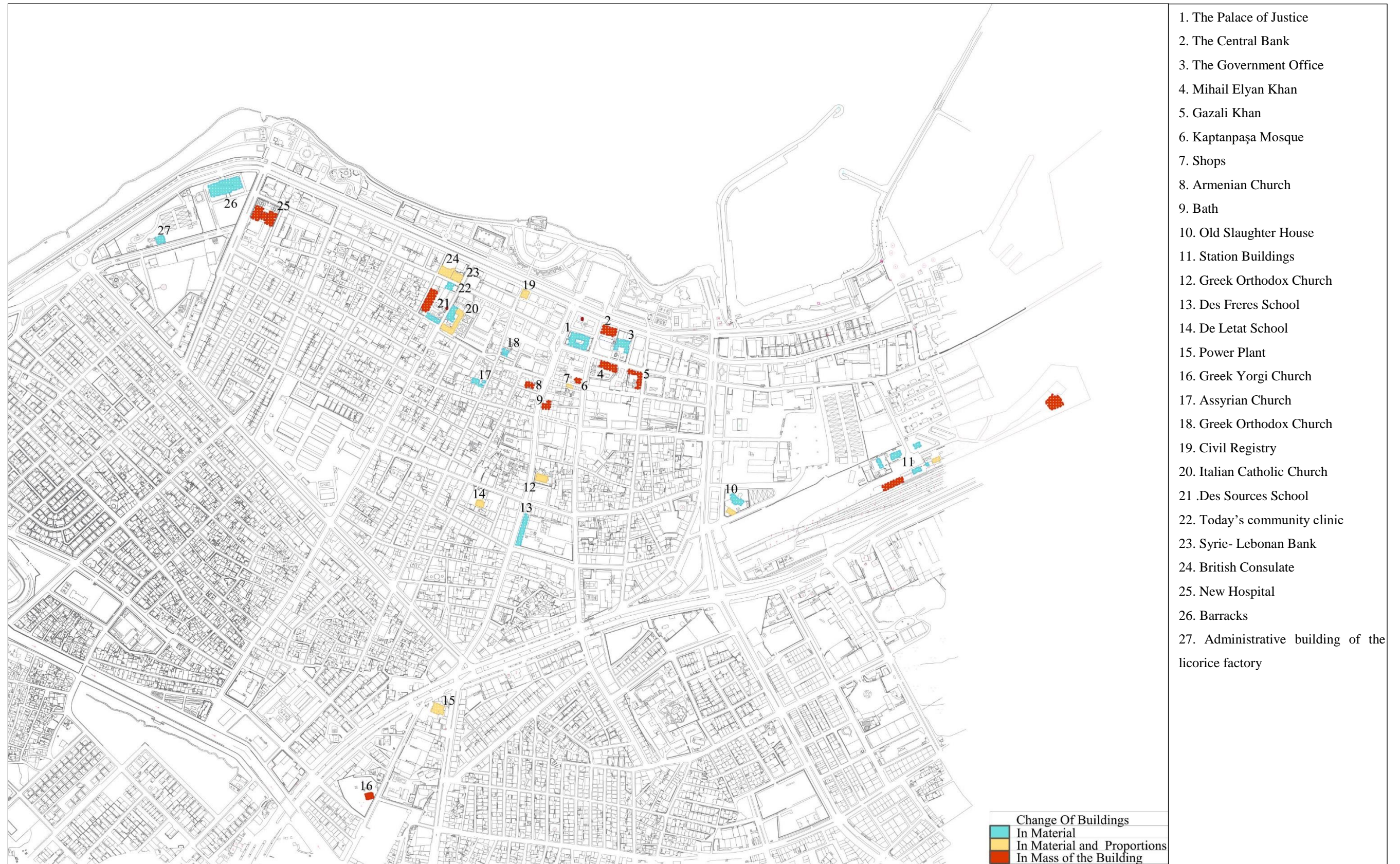


Figure 4.37. Changes of buildings

(Source: revised by the author from the original 2012 basic plan at İskenderun Municipality)

4.3.2. Residential Buildings

It is known that an intense housing stock was located at the areas inside the city during the Ottoman and French Mandate periods. Nevertheless, only 29 of the buildings have survived until today and 18 of them have been listed. Except this, there are 4 structures which were built during the Republic period and listed today (Figure 4.38).

According to its building system, architectural characteristic and location, it is thought that it was built during the Ottoman period and there are also some examples in different typologies today. The single-storey buildings mentioned in Chapter 3.2.3.2/A, which were built out of masonry stone and have rectangular windows and an entrance door with stone architrave are not completely the products of the same typology, however they have several characteristics in common. While identifying the period of some buildings based upon their architectural characteristic, it could not be passed a definite judgement on whether they were built during the Ottoman or French Mandate periods. In that case, the evaluations have been carried out according to their locations (whether in built-up areas or not) on the maps. There are buildings in the areas on the Ottoman maps, where the mentioned buildings are located. (Figure 4. 39-40, no: 15, 25, 26, 31) Although one of these buildings was listed, it was demolished in 2018 (Figure 4.40, no: 25) One of them is being used as an Islamic monastery. This building, built out of face stone, is more qualified than the other ones and has a courtyard. (Figure 4.39, no: 15). Another building, used as a tailor's workshop, is almost ruined although it is located at a small yard. This building was not listed. (Figure 4.40, no: 26). Another unlisted building has been abandoned despite its arched entrance door and ornamental window and door architraves (Figure 4.40, no: 31).

While some of the two-storey buildings which were built during the Ottoman period, have been restored, some of them are ruined and desolated. Two yard-type building located at one of the rare areas which carries the traces of the organic pattern, are also ruined and abandoned (Figure 4.41, no: 10, 11). While commercial functions were carried out on the ground floor of a building whose back front located at the same street, its top floor is used as a house. According to the sizes of the windows facing the street, it is thought that the original usage of the building might be also same (Figure 4. 39, no: 12). Although the functions of the four attached buildings located at a block in the street running perpendicular to the Şehit Pamir (Hamidiye) street, are stated as house in

the cultural inventory²²⁵, their original wide openings on the ground floors make think that these buildings might be used as store or have commercial functions on the ground floors and whose top floors were used as house. These buildings have been restored today and they are used as hotel or café. (Figure 4.40, No: 27, 28, 29). It is seen that some of the architectural elements of another building restored and carried out commercial functions, has become different and the openings of its windows and doors were changed (Figure 4. 39, no: 7).

The examples of huğ-type house where the inhabitants lived during the Ottoman period, are not existing today. Their destructions are an expected case due to the reason that they were made of light and non-durable materials as reed and mug.

7 of the single-storey and masonry stone buildings which are thought to have been built during the French Mandate period, have survived until today. These buildings have a back yard and this is their most important differences from the single-storey buildings built during the Ottoman period. Four of the symmetrical single-storey building entrances were located behind the street line. Two of them are used as two-storey house by adding a storey on reinforced concrete technique (Figure 4.40, No: 21-23). Another one of these buildings is repaired and there is no information about its new function (Figure 4.40, No: 32). These three buildings are not listed.

One of the buildings is used as a sculpture workshop. (Figure 4.39, No: 1). Although this building does not have a great change on its facade, the architectural elements as window, door and floor covering on the back front and in indoor have been changed. However, it contains original elements as furnace, niche and timber ceilings. Two of the same-type buildings are abandoned (Figure 4. 40, No: 20, 22) One of these has not been listed. One building with same characteristics, but modest and not listed, continues to be used as house (Figure 4.40, No: 24).

The buildings, built during the French Mandate period and commonly consisting of two-storey, contain several kinds of typological characteristics. The two-storey villa type houses at the seaside have been restored and are used with the functions of museum, governor's office and preschool. (Figure 4.40, No: 17, 18, 19). The building containing similar characteristics with the ones at the seaside with its asymmetrical mass located inside the city and overhanging balcony making the entrance apparent, has been also restored and is used as association of journalists. (Figure 4.39, No: 4).

²²⁵ Hatay Kültür Envanteri, ed. Nilüfer Sezgin, 231

One of the neoclassical style buildings which has three-arched windows and asymmetrical entrance, is abandoned and ruined. (Figure 4.39, No: 14). While on the ground floor of one are carried out commercial functions, its top floor continues to be used as house. It is a well-kept building and it is written on the inscription on the entrance that it was built in 1934 (Figure 4.39, No: 8).

Another three-storey building which is remarkable with its buttresses and overhanging balcony whose projection make the entrance apparent, has been also restored and is used for commercial activities as café and sale office. This building is the only three-storey building which is thought to have been built during the French Mandate period. (Figure 4.39, No: 6). The residential building which has projections to the street and whose quoins have been made apparent with stone material and whose roof is eaved, is abandoned (Figure 4.39, No: 5). Another disolated building is a two-storey building which has a different style than the others in the city and whose owner is from Algeria. The triangular pediment framing around the windows in the building built out of face stone and brick, contains classical characteristics. In addition to this, round-arched windows have been also used. This symmetrical building has two arched street entrance door. It is a neglected building with many material losses and deteriorations. (Figure 4.39, No: 2). Two buildings, which have simpler rectangular lines compared to most of the other two-storey buildings in the city, are among the abandoned ones. Both these buildings are not listed (Figure 4.40, No: 33, 34).

As it is explained in the previous chapters and determined according to the remains in this chapter, there are many buildings of different typology built during the Ottoman period and French period. Most of the Ottoman period buildings are located at the areas where the organic pattern, determined on the maps of Ottoman period. The Ottoman period structures have a more destruction compared to the French period structures. The most important reason for the existence of the limited number of the Ottoman period structures must be the demolition of the buildings while the organic pattern was largely destroyed and transformed into the grid street pattern. It has not been possible to encounter the examples of some typologies of Ottoman period. These are the hug houses and the houses located at the seaside and having anteroom at least on its two fronts. The reason why the sample of these houses are not exist that they are located at the seaside and accordingly, the first reflection of the changing style of comfort and architectural understanding is seen in this area due to the reason that it is an area appealing

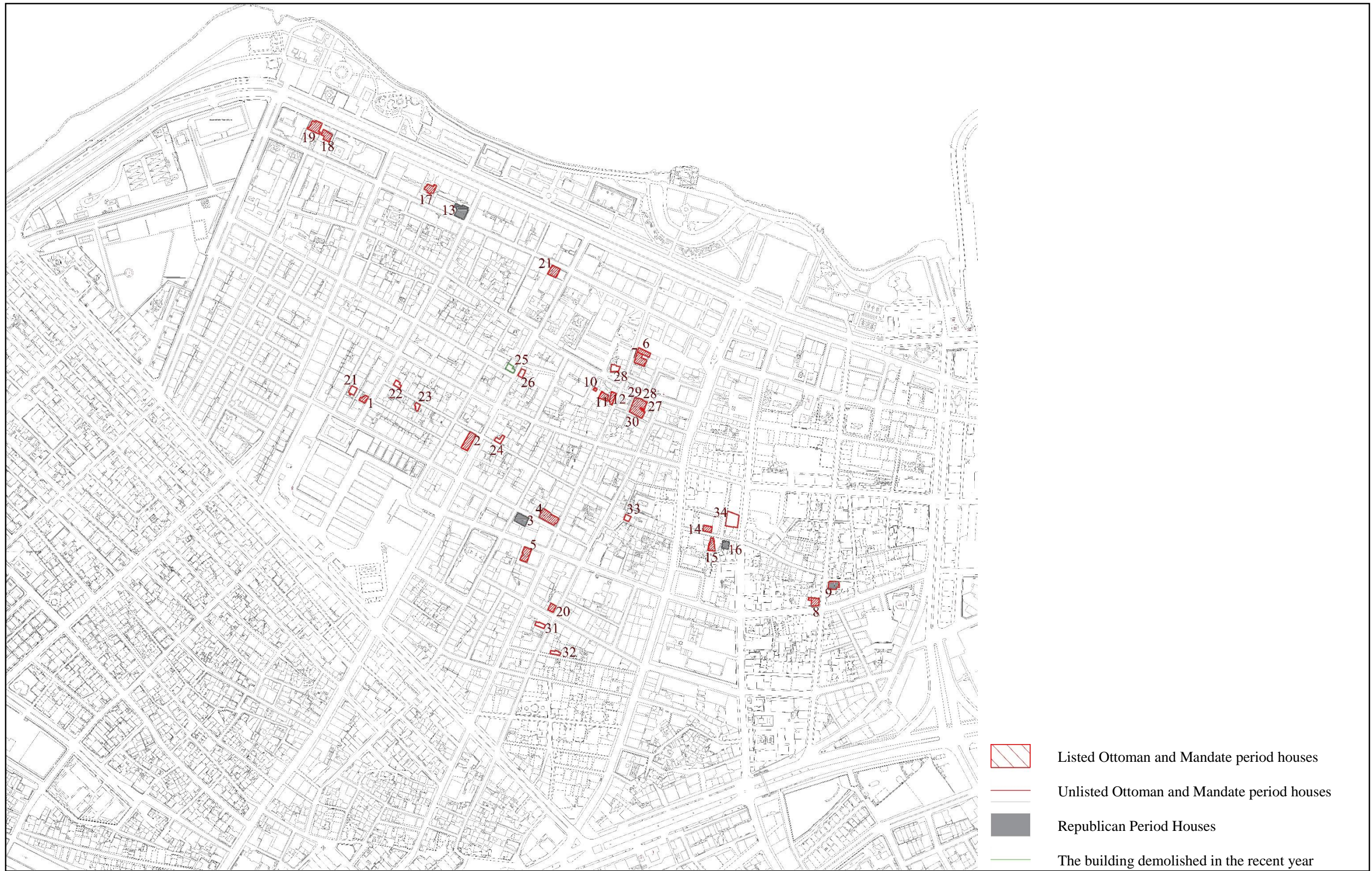


Figure 4. 38. The map of the residential building that exist today
 (Source: revised by the author from the original 2012 basic plan at Iskenderun Municipality)

1		Atelier	2		Abandoned	3		Administrative	4		Association
5		Abandoned	6		Commercial	7		Commercial	8		Residential + Commercial
9		Educational	10		Abandoned	11		Abandoned	12		Residential + Commercial
13		Abandoned	14		Abandoned	15		Islamic monastery	16		Residential + Commercial

Figure 4. 39. Residential Buildings

17 Educational		18 Administrative		19 Museum		20 Abandoned	
21 Residential		22 Abandoned		23 Residential		24 Residential	
25 Demolished		26 Atelier		27 28 29 Commercial		30 Residential	
31 Abandoned		32 Abandoned		33 Abandoned		34 Abandoned	

Figure 4. 40. Residential Buildings

to the wealthy people. So Ottoman period houses were demolished and two-storey villa type houses were built in place of them.

There are various building examples belonging to the French Mandate period. The building characteristics give us a clue about the social and economic situation of the city. The people who have various beliefs, cultures and economical conditions were living together.

20-30 years ago, before the houses as villa type houses at the seaside or Algerine house belonging to the wealthy families and having rich architectural characteristics were built, the reed houses heightened with four poles were built in the same lands. Today, almost all the structures except 29 buildings which still survive or whose ruined remains are existing, are multi-storey, reinforced concrete buildings and have no original design concept. It is seen that also the 29 of the detected buildings are not well preserved and the demolitions have been continuing. The applications were made in order to be completed the listing process of the 11 unlisted buildings. However, it is detected that a building has been demolished in 2018, although it has been listed. (Figure 4.39, no: 32) According to this, it is thought that a tighter control and emergency actions for the ruined buildings are required.

The monumental buildings have been better preserved than the residential buildings. While 34 of the 73 monumental buildings and building complex (station buildings) have been survived until today, only 29 of the residential buildings could be preserved. The reason for this may be that the material and labour used in the monumental buildings are more attentive than the residential buildings. The monumental buildings provide more possibility for the change of function because of that they have mostly larger scale compared to the residential buildings. Besides, the houses are individual properties and it is expected that they will be demolished sooner than the buildings belonging to the government agencies. Among the monumental structures, the buildings as station buildings, Palace of Justice, the government office and state hospital belonging to the government, have been preserved, however the buildings as hotel which have individual owners, have been destroyed. Although the monumental buildings have been better preserved, there is still a serious destruction. More than half of the buildings have been destroyed, a large part of the surviving ones is neglected and they have been exposed to many changes. There are many reasons for this case. The industrialization and urbanization accelerating after the transition to a multi-party system in 1950s, have

influenced also İskenderun as many other cities. It is started to be given a place to the commercial functions in the residential districts. Because of the need for more space, the parcels of the buildings having wide open area were built up by dividing and the single or two storey buildings replaced by multi-storey reinforced concrete buildings. The multi-storey buildings provide an opportunity of more space for the homeowners and return as a more rental income compared to the single or two-storey buildings. Moreover, according to the information obtained from the data of the County Cultural Inventory, while the listing studies for most of the monumental buildings were done in 1987 in İskenderun, these studies were done for the residential buildings in 1990s and 2000s. The delay on the listing decisions is one of the reasons of the magnitude of this destruction.

Issuance of listing decision has largely benefited to prevent the destruction of the buildings which are able to survive without destruction until today. However, the buildings could not get rid of being exposed to the inventions due to the changing comfort understanding and needs. One of the reasons of this is that the users do not have a preservation consciousness. It is not possible for some buildings to continue their original functions. For example, khans and British Consulate have changed their functions in accordance with the changing conditions. For this reason, wider openings were needed, the doors and windows were intervened.

It is thought that some of the houses have been abandoned due to reason that they do not have wet area, sufficient room and heating system in accordance with today's comfort understanding. The buildings which allow the sunlight and air in the period of construction due to the environmental factors, can not maintain their qualifications because they are surrounded with high-rise buildings and they deteriorate sooner in the airless atmospheric. The restoration of these buildings can be overcosting because of the economical incapability and therefore, the property owners abandon the building by moving. Sometimes the annuity can cause these demolitions as in the example of demolition of the licorice factories and replacing by a shopping center.

4.4. Open Areas

All the open/green areas except the urban garden located at the seaside, created during Ottoman period and French Mandate period, have been changed today. The area used as the place where materials passing through the customs were kept during the

Ottoman period and which was named after Gouraud Place during the French Mandate period and converted into a square by expanding has transformed into a crossroad and lost its characteristic of a square today. It does not contain any other characteristics rather than being a road with a refuge in the middle where two-way transportation is enabled (Figure 4.42). The Palace of Justice and the urban garden that border the square in the direction of east are preserved. All the other buildings that border the square in other directions are demolished. The urban garden (Boulevard Cayla) is the only organized green/open area in the south side of Atatürk Street in the city center. Therefore, it can be said that this green area still maintains its old identity.

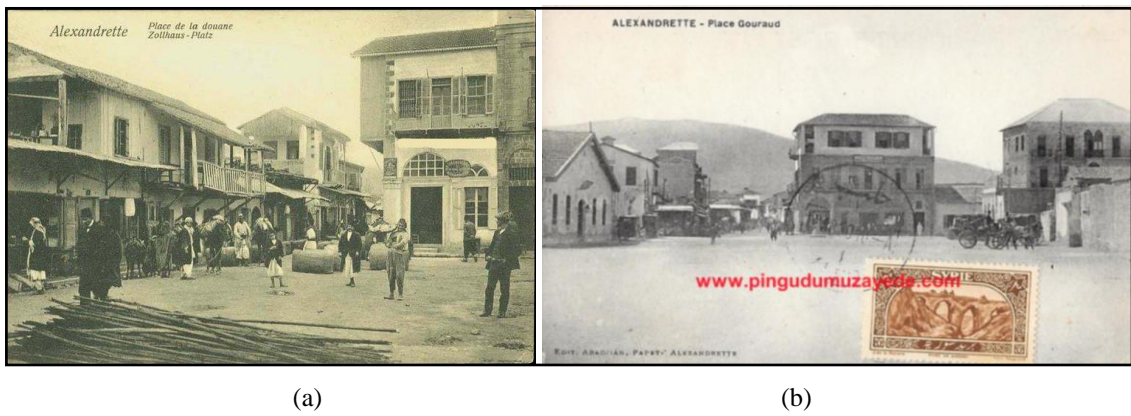


Figure 4.41. (a) Customs Place (Source: Kısacames, “İskenderun.”)
 (b) Gouraud Place (Source: Pingudumuzayede, “İskenderun.”)

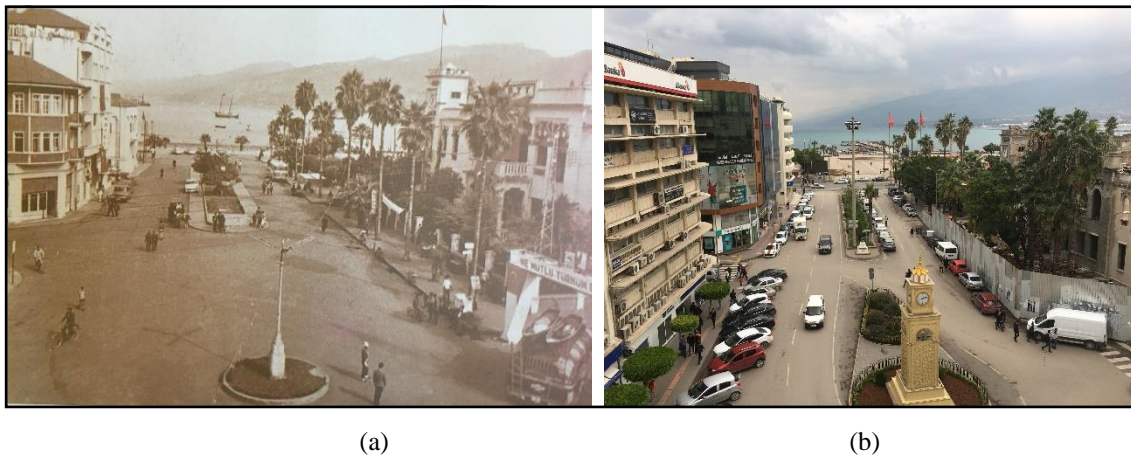


Figure 4.42. (a) Gouraud Place in Mandate period (Source: Mursaloğlu, Zaman içerisinde İskenderun, 19)
 (b) Gouraud Place in today’s İskenderun (Date taken: 11.2018)

The green area, also named as Parc d’Alexandrette, consists of some buildings and a junction point called Pac Square where roads meet. Although the origin of the name

“Pac” is not surely known, it is thought that it may have come out by changing the word Parc. The square, one of the important nodal points of the city, is totally different from its previous condition during the French Mandate period. Neglected reinforced concrete apartment complexes, which contains commercial functions on the ground floor, surround the square. In 2016, an integrated underpass project was started in Pac Square and within its surrounding. These works continue today (Figure 4.43).



Figure 4.43. (a) Public garden in Mandate period (Source: pingudumuzayede, “İskenderun.”)
 (b) Pac Square in today’s İskenderun (Date taken: 09.2018)

Pınarbaşı coffee house and its open area which were used during Ottoman and French Mandate period do not exist today. Pınarbaşı has become a region where unqualified apartment complexes are located (Figure 4.44).

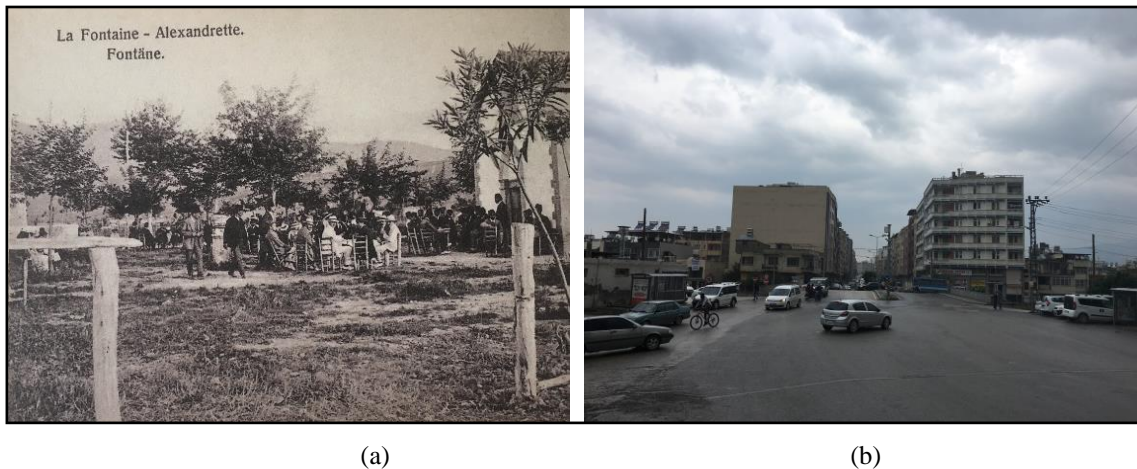


Figure 4.44. (a) Pınarbaşı Recreation Area in Ottoman period (Source: Köker, Musa Dağı Ermenileri, 90’)
 (b) Pınarbaşı area in today’s İskenderun (Date taken: 10.2018)

Cayla Boulevard which was built during French Mandate period, was expanded during the Republic period and named as Atatürk Boulevard. The street, which is exposed to intense traffic due to increased number of vehicles, functionally constitutes a border between the built environment and the sea. The Atatürk Boulevard (Cayla Boulevard), the refuges with palm trees on both sides of the street and the beach starting from the end of northern refuge that are seen in the photograph dated 1955. According to this photograph it can be said that the buildings of French Mandate period remained unchanged at that date. (Figure 4.45).

According to 1973 dated photograph, it is seen that a few coffee houses were built at the seaside, the fishing boats were located at a shelter in the eastern end of the seaside and they sail to sea from here. Afterwards, recreational works have been done on the coastline with land reclamation.



Figure 4.45. İskenderun coast in 1955
(Source: Hatay Metropolitan Municipality, Şehri Hatay, 254)



Figure 4.46. İskenderun coast in 1998
(Source: Hatay Governorate, 1998 Hatay yearbook, 33)

According to the photograph in Hatay Provincial Yearbook dated 1998, it is seen that Atatürk Boulevard was expanded and became two-lane and in addition to this, the recreational works consisting of the square were designed and green areas were done on the land reclamation. It is not possible to have a swim from the the city center and the beach was covered with concrete. The citizen can only have a visual relation with the sea. Coast utilization is still the same today.

4.5. TRANSPORTATION NETWORK

Seaway, railway, and highway transportation were available during the Otoman and Mandate period. In this chapter the condition of this transportation networks are examined.

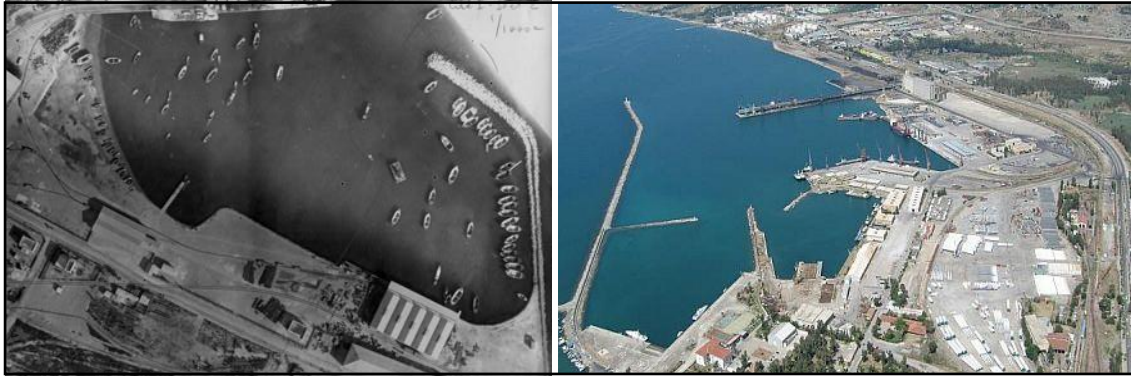
4.5.1. Marine Transportation

The port which was built in 1927 as a small port to shelter the barges was affiliated to the Directorate General of Port belonging to the state upon Hatay's annexation to Turkish Republic in 1939. Following the extension of the large Pier in 1944, the provision of conveyor facilities between 1953-1956 and after the mechanical and electric equipment are enabled in 1972 by completion of piers, it was put into service by becoming a large and modern port ²²⁶. Today, port buildings that were built during French Mandate period do not exist. It is assumed that they may have been demolished during the extension of the port during Republic period. The port that was built during the French period, is used as an inner port today, while the areas that were formed by the extension of the port are used as an outer port (Figure 4.47).

On 30.02.2004, with the decision of high board of privatization, it was decided to privatize the Alexandrette Port belonging to General Directorate of Turkish State Railways with "Granting of operating rights" method. As a result of the tender actualized in 2011, the operating rights were transferred to the company "LİMAK" for 36 years with the amount 372,000,000.²²⁷.

²²⁶ Derya Fidan, "İskenderun Terminus Area" (Master's thesis, METU, 2012), 78; Koday, Saliha. "İskenderun Limanı." *Türk Coğrafya Dergisi* 33 (1998): 218.

²²⁷ (<http://www.resmigazete.gov.tr/eskiler/2011/01/20110108-13.htm>).



(a)

(b)

Figure 4.47. (a) The port area in French Mandate period (Source: Kanbolat archive)
 (b) The port area in today's İskenderun (Source: Limakport, "İskenderunport.")

4.5.2. Railway Line

The railway line which was built during the Ottoman period and repaired during French Mandate period is still used today. The trains, which were used to carry passengers as round trips twice a week during the French Mandate period, today carry passengers between the same routes as two round trips a day.



(a)

(b)

Figure 4.48. (a) The station area in French Mandate period (Source: revised by the author from the original 1928 map at Kanbolat archive)
 (b) The station area in today's İskenderun (Source: revised by the author from the original 2013 plan at İskenderun Municipality)

Today, all the station buildings except one, built before Republic period, still exist. (Figure 4.48). Some of the buildings are modified with some extension. The building which is used as directorate of logistics today, has been extended lengthwise. The roof of

the workshop building where the maintenance and repair of rails and trains are done, is renovated and rest areas for the personnel are added with the extension in the northeast of the building (Figure 4.49). The station building is one of the well-maintained buildings. No changes are made in the building in terms of additional or architectural elements (Figure 4.50). Material deteriorations are seen in the units used as the engine driver room, staff rooms and toilet; and changes in architectural elements are observed (Figure 4.51). Three buildings located at the direction of north are used as lodgements (Figure 4.52).



(a)

(b)

Figure 4.49. (a) The roof of the atelier (Date taken: 09.2018)
(b) The annex of the atelier (Date taken: 09.2018)



Figure 4.50. Station Building
(Date taken: 09.2018)



Figure 4.51. Changes in architectural elements
(Date taken: 09.2018)



Figure 4.52. An example of the building that is used as lodgement
(Date taken: 09.2018)

The railways which had been managed as a mixed-budget state administration until 1953, was changed into a public economic asset under the name Turkish State Railways in this year. In 1984, it became a state-owned economic enterprise with the partnership of Tlomsař, Tdemřař and Tvařař. And in 2013, it was turned into an enterprise of Ministry of Transport and Infrastructure and it continues to offer service in the same manner²²⁸.

²²⁸ <http://www.tcdd.gov.tr/content/31>.

4.5.1. Highways

Aleppo-Alexandretta and Alexandretta-Antioch roads which were built during Ottoman period and improved and renovated during French Mandate period, have today left their place to more modern TEM highway and E-91 state highway. Access to Aleppo is provided from Belen, Kırıkhan, Reyhanlı route which is located after TEM highway. Alexandretta-Samandağ road that was built during French Mandate period is still not improved and is left as a one-lane road.

CHAPTER 5

CONCLUSION

The recent past of İskenderun, which is a district of Hatay province, is different from the other cities of Turkish Republic because of being under French Mandate during the years of 1919-1939. In this context, the settlement has been subject to many researches in the field of history and politics. However, although this period left intense marks on the built environment; the influence of French Mandate on the architecture of İskenderun have not been subject of any study yet.

The aim of this study is to understand the formation process and development experienced in the city from the second half of the 19th century. To evaluate this period together with the transformation experienced during Mandate Period is also within the aims of the study. With these aims, answer was sought for the question of what urban implementations were carried out during these two periods. In addition, it has been investigated whether today's Iskenderun reflects the traces of these implementations or not and the change of the existing structures.

As a result of the research; it was revealed that the urban implementations started to be carried out from the second half of the 19th century. These implementations were preserved and developed during the Mandate period, but a great destruction occurred after the rapid industrialization period in the city in the 1970s. If it is explained in detail;

- It has been seen that the street pattern formed during Ottoman period is both organic and in gridal system. It can be said that these streets were generally preserved and there was an areal expansion and localisation of the gridal pattern during the Mandate period. It has been observed that the streets, built in gridal system during the Ottoman and Mandate period, have been preserved, completed and expanded in some places today. Despite this, the organic pattern has almost completely dissolved.

- The marsh problem was the major problem of the city since its foundation. Although plenty of works were carried out during the Ottoman period, a permanent solution could not be found for it. It was overcome under favour of the development of technology and systematic works during the Mandate period. Overcoming of this major problem is one of the most important factors in development of the city.

- There are a lot of examples of public building which were built during the both Ottoman and Mandate periods. The %84 of the buildings, built during the Ottoman period, continued to be used also during the Mandate period. It is not possible to find any similar typology among the buildings which were built during these two periods. Moreover, the structures, built during the same period, have also different characteristics. It is possible to see the same variety also in residential buildings. This case indicated that it is a reflection of the social diversity in the city and the implementations are not carried out with a single organization and in a planned manner. The end of the period, in which the study focused on and the city developed, is only 79 years ago. Nevertheless, there was a great destruction in the built environment. The %53 of the monumental buildings whose location could be detected, were destroyed. This rate will be increase when it is thought that there are also the buildings whose locations has not been able to be detected. Furthermore, the surviving monumental buildings are not well preserved. When the condition of the buildings are analysed, it is seen that the 31% of the buildings had critical interventions which caused a mass change. There is a greater destruction in the residential buildings. The number of the residential buildings which have reached today from the city with a population of 13.000 during the Mandate period, is 29.

- The green/open areas which consisted of only disorderly and unplanned places during the Ottoman period, were developed with the urban gardens and squares established during the Mandate period. These areas and the coast line have undergone drastic change today. Only one of the urban gardens maintains its identity.

- Important contributions were made to the transportation network during both periods. The highways and railways which were built during the Ottoman period, were repaired and new highways connections were added during the Mandate period. On the other hand, the port area, provided the maritime transportation, was moved to a wide area and a new customs house and warehouses were built during the Mandate period. The highways, which are in use today, are modern and developed ways. The port and station area are at the same location. The port area was expanded, but the old customs houses were demolished. The Station area and all the buildings except one have been preserved.

The destruction especially emergent in the built environments and in use of the open area, is directly related to the rapid industrialisation throughout Turkey after the transition to a multi-party system in 1950s. The influence of the industry across İskenderun has been especially felt with the factories which were established after 1970.

Accordingly, the urban population has increased, the borders of the city have extended and the residential areas have converted into the commercial areas. Thereupon, a need for more building has come out and for this reason, multistoried apartment complexes have been started to be built and the green/open areas has been demolished.

The listing studies regarding the historical buildings in İskenderun started in 1987 and continued until 2000s. Doing the listing studies so late has caused the destruction of the buildings and being exposed to intervention of the surviving ones. The changing comfort understanding, sometimes for getting income and more importantly, being unconscious of the preservation of the owners and users have been effective on this destruction.

In order to stop the ongoing destruction in the city and to highlight the existing cultural values, it is necessary to take measures and make the repair and restoration studies. The distribution of entant monumental and residential buildings are not concentrated in a certain area and distributed almost heterogeneously within the borders of the city. For this reason, there is no area that can create the urban heritage site where the historical urban fabric is protected, and only the proposals for listing on the building scale were made. The proposed structures for listing are presented in the previous chapter. In addition to this, it is seen that historical buildings are concentrated at some points on the important arteries, such as the Marechal Foch Street (today's 5 Temmuz Street) and Beauregard Street (today's Mareşal Fevzi Çakmak Street) where the monumental buildings are located. The first of these points consists of the new hospital and two villa-type residences at the opposite of the hospital and the military barracks at the end of the street. There are the former British Consulate, the Syrie-Lebonan Bank and the community clinic at the opposite, in second point. The Mithatpasa School, the Library and the Italian Catholic Church are located at near environment of this point. The thirth point consists of the government office, Mihail Elyan and Gazali Khan, the Central Bank and the Palace of Justice. The restoration works, which are carried out with an integrative approach at these points, will highlight the historical identity of the city. New interrelated functions that allow the usage of the public should be given to the buildings located at these areas.

The Gouraud Square connects the above mentioned Marechal Foch and Beauregard Streets. However, this square transformed to a boulevard where intense vehicle use is realized today. By making a new transportation plan like the design of

pedestrian-tramway path or pedestrian-bicycle path together, this place can be closed for vehicle use and can gain a new identity. These new transportation alternatives can continue throughout the above mentioned streets.

The Station area is another point where many listed historical buildings are located. Although this area is too close to the city center, it is a deserted area. There is no visitors except the train station staff and users. Thereby, the connection of the area to the city center should be redesigned and new public functions to some of the historical station buildings should be given to sustain the area.

Apart from proposals to be carried out in the above mentioned areas, there are common problems to need to solve at the whole urban scale. New buildings, located around the historical buildings and sometimes in the same parcel, should be designed compatible with historical structures. There are buildings that are structurally endangered or directly exposed to natural phenomena due to the reasons such as the roof slope and the loss of the windows. Urgent intervention is required for these buildings. It is thought that some common rules can be determined at the urban scale about the restorations to be made to historical buildings. For example, one type of common designs can be made to eliminate unqualified attachments such as signboards and awnings.

Although there are many abandoned historical buildings in a ruined condition, the buildings could not restore because of the high cost of the restorations. Therefore, the restoration of private property must be financially supported by government or non-governmental organizations in case where the financial capability of property owners are not sufficient. Additionally, it is thought that audits should be done more precisely about the interventions. This is because, a listed residential building was demolished in a very recent period like 2017. Lastly, the consciousness of the public should be raised in terms of conservation and the public should make efforts and contribution to sustain the limited number of historical structures.

It is possible to say that this study answers the questions asked at the beginning of the study, despite the difficulty of reaching information due to source limitation. A considerable part of the implementations, which were carried out in the formation and change process of the urban fabric, have been deciphered. In addition, the traces of the historical urban fabric in today's İskenderun have been identified and the characteristics and changing of the surviving structures have been determined. In this context, it is thought that this study will provide an insight to the scholars who will study in the district.

In the next studies, in the light of the information provided in this study, a detailed planning could be done and projects could be developed on the purpose of preservation of the surviving values.

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