

THE ACTIONS OF OTTOMAN STATE TO OPEN THE PORT OF TEKİRDAĞ TO INTERNATIONAL TRADE (1840-1920)*

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Özet

1840'lı yıllardan itibaren Osmanlı Devleti, Edirne Meriç Nehri ve Enez Limanı'nın ıslahı ve uluslararası ticarete kazandırılması için bir dizi faaliyet yürütmüştür. Bu çalışmaların esin kaynağı 28 Mehmet Çelebi'nin Paris elçiliği sırasında kaleme aldığı Paris Elçilik Raporu'dur (Sefaretname). Osmanlı Devleti, akarsu ve göllerinin sadece askeri amaçlarla kullanılmasına öncelik verirken, bu tarihten sonra akarsu ve göllerin uluslararası ticaret yollarına da bağlanabileceği gerçeğiyle karşı karşıya kalmıştır. Ancak Osmanlı Devleti bu konuda gerekli adımları uzun süre atamadı. Bunun sebepleri arasında Osmanlı mühendislerinin Fransa gibi Avrupa ülkelerinde gelişen nehir teknolojilerine ve mühendislik bilgisine sahip olmamasıydı. Bu sebeple Sultan Abdülmecid, yabancı uzmanlardan yararlanmak istemiştir. Fransa'dan davet ettiği uzmanlardan Mösyö Borel, bir süre Meriç ve kolları üzerinde çalışmasına rağmen, bu nehri ıslah etmek yerine Rumeli ticaret yollarının yeni kurulan rıhtım, iskele ve limanlara yeni kanallar açılarak bağlanmasının daha karlı ve pratik olacağını belirtmiştir. Bu açıklamasında Tekirdağı (Tekfurdağı) Limanı'na da büyük önem verdi. O zamanlar çok küçük bir liman olan Tekirdağ limanı büyütülüp genişletilirse Rumeli'de üretilecek tüm mal ve emtiayı Akdeniz'e ve İstanbul'a ulaştırmanın en kısa yol olacağını vurguladı. Nitekim Mösyö Borel'in açıklaması incelendiğinde, önerilen yollar ve açılacak kanallar yapılırsa Tekirdağ limanının çok yoğun ve kapsamlı bir liman olabileceği anlaşılmaktadır. Osmanlı Devleti'nin Tanzimat'tan sonra başlattığı yenileme çalışmaları arasında akarsu ıslah çalışmalarından söz edilmemekle birlikte,

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Osmanlı Devleti'nin ulusal ve uluslararası ticaret yolları kurmaya büyük bir istek ve arzusu olduğu son araştırmalarla ortaya konmuştur.

Bu makalede Osmanlı Devleti'nin 1840-1920 yılları arasında Tekirdağ limanını kurup genişleterek Rumeli ve Balkanlar'ın en işlek limanı haline getirme çabalarının eserleri ve sonuçları orijinal belgeler kullanılarak vurgulanacaktır.

Anahtar Kelimeler: Islah, Liman, Osmanlı, Tekirdağ.

Introduction

Parallel to the developments in the world, but with a little delay, in the 1840s, the Ottoman Empire, started to establish relations with Europe in the field of engineering, to improve national and international trade by arranging rivers, ports and lakes, began to invite experts from France.

The industrialization movement, which gained momentum in Europe in the 1750s, completed the railway and highway (road) connections after the sea roads so that the produced products could be flowed and delivered to new markets, and started to work to connect the rivers with these roads. The engineering know-how spreading rapidly in the European continent gained great momentum with the improvement of sea, land, rail and river routes and the construction of new ones in the hands of countries such as England, Germany, France, the Netherlands and Denmark. It ensured that trade routes were connected to the ports(Çoruh, 2022: 1-2).

Although they were leading the engineering studies in Europe, the Germans and the French were going through a very aggressive period and eventually these activities turned into a kind of race, and the works of the engineers of these two countries came to the fore. Among these engineers, French engineers made a big difference to the engineers of other countries, especially in activities such as river improvement, road construction and port establishment. Among the French engineers, the works of Louis Fargue, which formulated the behavior of the rivers, turned into special methods that were heard all over the world, and his works were taught in engineering schools all over Europe (Hager, 2003: s. 227; Fargue, 1908: 9 vd)¹.

¹ Unlike the Germans, the French achieved great success in river reclamation and hydraulic modelling. In the second half of the 19th century, engineers such as Andre Baumgarten (1808-1859) and Henry Bazin (1829-1917) on open channel flow on the Garonne River, Benoit Fourneyron (1802-1867) in the development of hydraulic turbines, Jean-Victor Poncelet (1788-1867) He worked on the weir flow. Joseph Aimé Lesbros (1790-1860) conducted experiments on opening and estuaries at the University of Metz. Ferdinand Reech (1805-1880) also developed a new method called "Froude", a scaling law in naval architecture. These experiences were later developed by Paul Francois Du Boys (1847-1924) and Louis Fargue (1827-1910), creating the laws that laid the foundation for river engineering.

During the Selim III and Mahmud II period, The Ottoman Empire, which had established very close relations with France during the Mahmud period, invited many military experts as well as engineers from this country. Almost all of these experts and engineers were appointed to almost every level of the state, receiving the great honor and courtesy of the sultans.

In the 1840s, when the Ottoman Empire declared the Tanzimat Edict, they wanted to use this period as a gateway to many activities for the reconstruction and development of the country, establishing friendly relations with foreign states and improving relations in every subject that required the country's interests. In this context, the Ottoman sultans, who played a major role in the development of trade in Europe and were affected by the canals and eklüzs that Mehmed Çelebi spoke about, gave great importance to making the rivers in their lands usable for agriculture, industry and military purposes like France (Çoruh, 2022: 4-5). The Ottoman Empire, which Sultan II. Mahmud tried to rebuild, and was working hard to rise as both a European and an eastern state under the shrewd administration of his son, Sultan Abdülmecid Han. Sultan Abdülmecid Han, during a trip to the vicinity of Edirne to examine the situation of his country, discovered that the Meriç, Tunca and Arda rivers overflowed, that the agricultural lands from Edirne to the Enez Port were flooded, and that the Enez Port became unusable and was filled with alluvium. He saw the river and ordered both the cleaning of the river and the re-operation of the Port of Enez (Çoruh, 2022: 12).

The Early Stages of the Idea of Establishing a Port on Mount Tekfur

While the Ottoman Empire's thoughts about the Enez Harbor and the Meriç River were in this direction, on the one hand, the rivers overflowed, consuming the material resources of both the people and the country, on the other hand, the alluviums carried by the overflowing rivers made the Enez Harbor unusable. In both cases, the Ottoman engineers were making reconnaissance after reconnaissance to stop this as soon as possible and the country suffered great losses. The state, which wanted to heal the wounds of the flood that occurred in 1842, had to make all the reforms made until that time when faced with a new flood on February 25, 1844. The issue that made all these rehabilitation works difficult was because the Meriç bed from Plovdiv to Enez was extremely useless and suitable for flood disasters. This not only made the improvement of Meriç difficult, but also prevented the use of Enez Port. The only solution for Enez Port, which fell out of use, was to open a new river bed from Enez to Tekfur Mountain (Tekirdağ) Pier and turn the trade direction here. For this purpose, a commission was established that included Miralay Rıfat Bey, one of the zabıts of the Erkan-ı Harbiye, and

Seyyid Mustafa Efendi, is Kolağası, and Fehmi Bey, one of his Ebniye-i hassa caliphs(Çoruh, 2022: 46-47). The exploration and inspection of the river bed up to When the delegation returned to Edirne with the notebooks and mandates it had prepared, it had completed the first phase of the exploration. The second phase involved the exploration of the new riverbed to be extended to Mount Tekfur, which would ensure the continuation of trade (BOA, A. MKT. , nr. 39/49, 11 Rebi'ül-ahir 1262/8 Nisan 1846). However, for this stage, the work could not be started immediately, since the Ottoman engineers did not have any data on a previously constructed canal. The delegation first decided to gather information to benefit from similar discoveries and to examine the possibilities within which such a channel could be built, and a preparatory period was needed within the framework of this information.

Maturation of Tekfur Mountain Port Idea

For a long time, Sultan Abdülmecid Han had tried to rehabilitate this river with his engineers, but he had to turn his face to Europe because of the inability to move a barley length. After a consultation with the Chief Architect Ağa, he stated that in order to carry out the improvement of the Meriç River and the Enez Port, the work of Turkish engineers has not yet come to fruition, and that an engineer who understands the business urgently needs to be found. An engineer was found and said that he should be invited by signing an agreement. Despite the sultan's insistence on this issue, not much could be done to bring in engineers until the 1845's. For this reason, the sultan appointed Barutçubaşı Hacı Ohannes, who was in London, to find an engineer (BOA, İ. M. M. , nr. 83/2375, 1 Zi'l-kade 1259/23 Kasım 1843). Ohannes Efendi, in order to fulfill this duty he received from the sultan, made some contacts in France and reached Engineer Monsieur Borel (Povarl), whose name would later be involved in the construction of the Suez Canal (Uygur, 2018: 700). Monsieur Borel, being contemporary with Louis Fargue, graduated from the Ecole des Ponts et Chaussées in Paris after completing basic education like him at the Ecole Polytechnique (Heager, 2003: 228; Montel, 1995: 221).

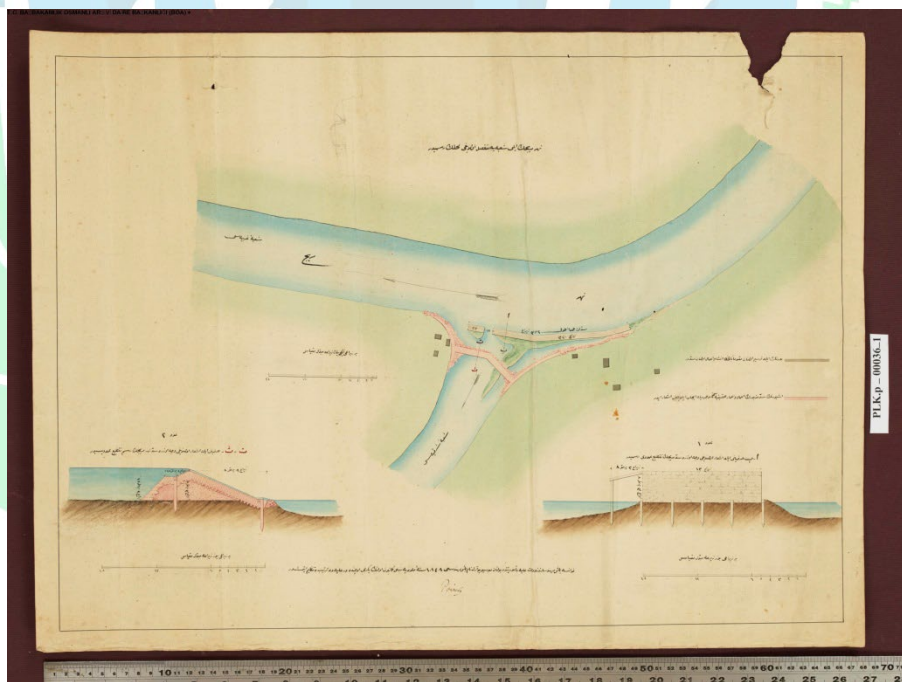
Ohannes Efendi was able to bring him to Istanbul by signing an agreement with Monsieur Borel. Upon this commitment, Monsieur Borel agreed to go to Istanbul on June 24, 1847 and started his preparations. However, he postponed the departure date to 27 June, three days later, since the tools to be used in river cleaning, which were previously tendered to him by the Ottoman State, had not yet been supplied. Monsieur Borel's arrival in Istanbul extended until July 4, 1847 (Çoruh, 2022: 106).

As soon as Monsieur Borel finally arrived in Istanbul on August 4, 1847, he began to explore the Meriç and Enez Ports. Engineer Borel, the factors that caused the river to overflow as a result of the discoveries about the Meriç River and Enez Harbor:

1. The repair of Dağdevirenzade Dam, which was destroyed by floods although it was built before, was done incorrectly,
2. The dams built to carry water to the mills built on the river and the remains of them have not been cleaned,
3. The alluvium, which has been piled up on the river bottom for a long time, has not been cleaned,

It is listed as.

Engineer Borel emphasized that the first measure that could be taken would be to breathe new life into the flow of the river by ensuring that the Dağdevirenzade dam, which hinders the ongoing trade on the river and seems to be one of the main sources of floods, is rebuilt and lowered (bk. Sketch 1).

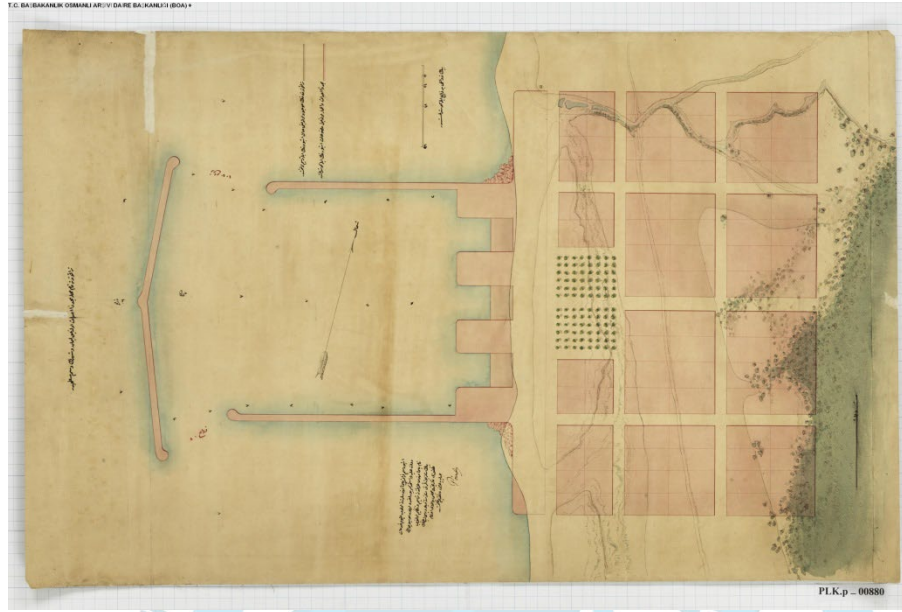


Sketch 1: Dağdevirenzâde Bend Drawn by Engineer Borel (Povarl)

Source: BOA, PLK. p. , no. 36/1/1 (23 Kanunievvel 1848).

He stated that a second remedy is to leave the Enez Port as it is, to open a new port in the place called Trakondine and to establish a new city by moving the city of Enez here (Çoruh,

2022: 135). For this purpose, he prepared a sketch of the port and showed the establishment of the city on this sketch (see Map 2).



Sketch 2: Trakondine Harbor Drawn by Engineer Borel

Source: BOA, PLK. p. no. 880 (February 9, 1848).

Although Engineer Borel had made discoveries about the Meriç River and Enez Harbor for a long time, he decided that there would be no result from this work due to reasons such as the boat trade carried out on the river, the destroyed Dağdevirenzade Dam, the mills operating in the river and their foundations accumulated on the river bottom. Engineer Borel emphasized that the most important thing to do is to leave the Enez Port as it is, to establish a new port in the place called Trakondine and to establish a new city by moving the city of Enez here (Çoruh 2022: 135). For this purpose, he prepared a sketch of the port and showed the establishment of the city on this sketch (see Sketch 2).

Monsieur Borel, on the one hand, was trying to fulfill the demands of the Ottoman Empire, and on the other hand, to make the region an international port. While doing this, he was both conscious of his duty and determined to do a job that could bring new markets to his country, France. Because at this stage, the Ottoman Empire had neither the desire to do business with a country other than France, nor an opportunity recognized by the international conjuncture. Being aware of this, Borel was preparing his projects.

Monsieur Borel was convinced that if he could ensure that the improvement of the Meriç River was set aside, there must be a sequence of work to be done. For this reason, he went to

a rating and ranked the works according to their importance. While giving priority to Tekfur Mountain Port, it placed Trakondine Port in second place. Monsieur Borel tried to strengthen his thesis by stating that the Tekfur Mountain Port would not be sufficient to manage the trade in the region, a second port would be needed, and for this, a new port should be established in a place called İbrice (bk. Sketch 3).



Sketch 3: İbrice Harbor Drawn by Engineer Borel (Povarl)

Source: BOA, PLK. p. , no. 879 (February 9, 1848).

Monsieur Borel was convinced that if the improvement of the Meriç River was to be set aside, there must be a sequence of work to be done. For this reason, he went to a rating and ranked the works according to their importance. While giving priority to Tekfur Mountain Port, it placed Trakondine Port in second place and İbrice Port in third place (Çoruh, 2022: 135). The engineer recommended that the construction of all three of these ports be started as of this year. However, he requested that the construction of the roads to and from the Tekfur Mountain Port should be started immediately. Monsieur Borel pointed out that after the completion of this stage, it would be the turn of the Trakondine and İbrice ports and the new cities to be established there. According to him, the knowledge and experience gained by following this order could be used in other ports and cities to be established(Çoruh, 2022: 137). However, the most important and most difficult issue here was the issue of finding entrepreneurs who would invest in these construction activities, and the success level of the work to be revealed in this

order would also encourage the entrepreneurs who would like to invest in these areas (BOA, İ. M. M. , nr. 84/2408, lef 3, 24 Rebi'ül-ahir 1264/30 Mart 1848).

Trakondine Port and the Reasons for Abandoning the Project

Among the main reasons for the Ottoman Empire's thought of re-operating the Enez Port, located at the mouth of the Meriç River, was the idea of making the transit route of the goods to be sent from Rumeli to Europe and from Europe to Rumeli safer. For this reason, Monsieur Borel was brought from France as a person who understands business and he was appointed to this job.

Engineer Borel, on the other hand, believed that the discoveries he had made and the cleaning of the port, which had been initiated by Turkish engineers before but could not get a result despite great expense, would be in vain. For this reason, he requested that the cleaning of the Enez Port be abandoned and recommended that a new port be built on the empty beach called Trakondine (Zakontiya), which is close to the port. The main reason for abandoning the Enez port was that the European merchant ships that came to the port could not unload their goods because the port was full of alluvium, and they were transported to the land by boats by lowering them to a place called Trakondine, which was an empty land at that time, which was an hour away from here. For this reason, he gave up on cleaning the Enez Port because he believed that the construction of a new port in the said place and the arrangement of the road between the city and this new port would meet the needs of the merchants.

Engineer Borel's determination was quite appropriate. Because the Enez Port was 3 km inland from the coast due to the floods that occurred, and this prevented large-tonnage ships from docking at the port (Çoruh, 2022: 135). For this reason, trade was disrupted and the trader started to look for a safer point instead of Enez Port, and even a large part of them had to change their routes by disembarking their goods to Gallipoli. This caused both a loss of time and a large amount of money, which was mostly affected by the boatman tradesmen who were transporting in the Meriç River. The engineer Borel was also looking for a new solution that would satisfy both the merchants and the boatmen, and he thought that it would be more appropriate to establish a new port in the place called Trakondine.

Monsieur Borel pointed out that this new port should be built directly on the coast and its capacity should be sufficient to accommodate at least 300 ships. He stated that after the construction of the port, its surroundings should be secured with embankments. This consolidation work had to be done with the embankment to be built by hammering some pine

tree logs in the sandy area where the port is located. Monsieur Borel wanted many roads to be built to facilitate access to Rumelia and Istanbul from both the port and the port, and for this, the old road, which is 1 hour from Trakondine to Enez, must be modernized (BOA, İ. M. M. , nr. 84/2408, lef 3, 24 Rebi'ül-ahir 1264/30 Mart 1848). Monsieur Borel also pointed out that the highways and bridges on this road should also be repaired, and in this context, the Labi Bridge on the old road needs repair. Monsieur Borel pointed out that the coast must be rejuvenated after the construction of the new port and roads, and showed how the port and the city that is planned to be built right behind it should be, with his sketch, as can be seen on Sketch 2. Monsieur Borel also prepared a report stating that a total of 14380 Kiseki kuruş was needed for the construction of the Trakondine Port and other activities (BOA, İ. M. M. , nr. 84/2408, lef 3, 24 Rebi'ül-ahir 1264/30 Mart 1848).

The engineer Borel, who prepared the book on the roads, bridges and passages in and around Trakondine Port, recommended that the construction of the port be started next year. Monsieur Borel estimated that a total of 2480 kise kuruş could be spent on the materials, tools and work sheds to be used in the establishment of the port and the city.

Despite all these calculations and need, Engineer Borel decided to expand the Tekfur Mountain Pier, which he believed to be an unsafe place in Trakondine, and to be more suitable for commerce and living on ships, to build a port and build a new and detached port from there to Edirne. He believed that the construction of a road would provide more benefits than the cleaning of the Enez Port (BOA, İ. M. M. , nr. 84/2408, lef 2, 24 Rebi'ül-ahir 1264/30 Mart 1848).

Monsieur Borel also gave some information about the construction costs of the İbrice Port, which is in the last stage of the sequence he had planned for the works to be done. He stated that the İbrice Port, which is 8 hours from Trakondine and 6 hours from Keşan and can take up to 80 ships, should also be cleaned, on the other hand, the 6-hour road from İbrice Port to Keşan needs repair. According to the engineer, he stated that two years is enough for the cleaning of the İbrice Port, that the materials to be used in the cleaning of the port should be supplied in the first year, and that starting the cleaning work in the second year would make it possible to complete the work. It has been revealed that a total of 1200 Kiseki kuruş will be needed for this port to be operational and for the construction of the roads that need to be transported to the port (BOA, İ. M. M. , nr. 84/2408, lef 3, 24 Rebi'ül-ahir 1264/30 Mart 1848).

The Ottoman Empire, as a result of the consultations made in line with the information given by the engineer, concluded that it was not possible to clean the Enez Port. He started to

look more favorably on the idea that it would be better to spend the money to be spent either to build a new port in the place called Trakondine or to build a new port on the Tekfur Mountain Pier and to feed it with additional ways (Çoruh, 2022: 130). It required money and time. Although this made the river improvement project seem impossible to achieve, it was obvious that the benefits to be gained from this waterway would be much greater than other projects if it were realized.

The Ottoman Empire adopted the idea of constructing the Tekfur Mountain Port, which would bring less expense, with the guidance of the engineer, and adopted the idea of connecting the port to Rumeli and Istanbul by newly built roads. However, the state had some reservations about the opening of these roads and making the port operable, based on previous experiences. At the beginning of these reservations, an attempt was made to operate a ferry at Tekfur Mountain Port in the past, but this attempt could not yield any results, and even the cost of the ferry that was put into operation could not be deducted (BOA, İ. M. M. , nr. 84/2408, lef 2, 24 Rebi'ül-ahir 1264/30 Mart 1848).

The Ottoman Empire was convinced that it would take a long time to bring the difficulties and problems in these projects into a form that could compensate for the investments to be made. For this reason, it has ignored the great benefits that these investments can bring to the country in the future. The fact that the information given by Engineer Borel about port and road constructions sometimes contradicted the expectations of state officials has also contributed greatly to this (BOA, İ. M. M. , nr. 84/2408, lef 2, 24 Rebi'ül-ahir 1264/30 Mart 1848).

The biggest handicap of the Ottoman Empire is that when the projects planned to be done were evaluated, the issues that were previously considered possible were either postponed or completely discarded after a short time. This contrast has been experienced many times, especially in the issue of the roads that will connect the Tekfur Mountain Port to Rumeli and Istanbul (Çoruh, 2022: 140). The Ottoman State was completely convinced that the construction of these roads would provide great benefits to the country during the examination of the discovery notebooks. However, when the work was put into practice, it took an oppositional stance on the construction of the roads in question. This opposition feature came to the agenda regarding the arrangement of the roads on the Tekfur Mountain side and it was believed that the construction of these roads would not provide any benefit in terms of the country's interests.

Monsieur Borel argued that it would be more correct to keep the Meriç River in its current form, that it would not be possible to rehabilitate despite the great expenses to be incurred, and that it would not be right for the Ottoman treasury, which was already in an extremely difficult situation, to be put under a greater burden. For this reason, in 1844, by the decision made by the Ottoman engineers as a result of the discoveries on the river, he decided that a canal should be opened from the Meriç River to the Tekfurdağı Pier and a new port was established instead of the pier and the direction of the trade on the Meriç River would be diverted to this port. Borel drew up a report on this subject and the port project he wanted to be established, and submitted it to the Majlis-i Vala (see Map 2).

This report of Monsieur Borel was examined, but it was very disappointing that he did not do anything about turning the Meriç River and Enez Port into a national and international commercial waterway, and he put forward other projects as if he could. However, the Ottoman Engineers were able to think of this last point he said in the 1840s, but the main expectation was not put into practice due to the Meriç River. Despite this, great efforts were made to clean the river and the harbor at great expense. For this reason, it was not digested that Monsieur Borel chose the short route in the improvement business and headed for the ports to be built in the places called Trakondine or Tekfurdağı instead of dealing with the river and the port.

He examined in detail the report prepared by the Ottoman State dignitary Monsieur Borel about the port and the river. This report created both admiration and astonishment among the Ottoman dignitaries. The reason for this was not such a report from Borel, but a report that would prevent the floods by rehabilitating the Meriç River and create a national and international waterway, enabling the soldiers to be dispatched to Rumelia to create a new transportation network faster and more comfortably. However, this report created a great surprise in terms of presenting what was not expected, like “the mountain gave birth to a mouse”.

Monsieur Borel was dismissed because he could not meet the expectations, and was sent to his country with his salary and subsistence. However, Sultan Abdülmecid did not give up on the improvement of the Meriç River or the cleaning of the Enez Port.

According to the contract signed with Monsieur Borel, Turkish engineers were provided to accompany these expeditions during the reconnaissance and inspections. In this way, engineers Miralay Rıfat Bey and Mirliva Bekir Pasha, who have been working with traditional methods since the beginning of the improvement business, had the opportunity to closely examine and learn about river rehabilitation methods and scientific methods in Europe

during the explorations and investigations they participated in. Sultan Abdülmecid decided to continue the improvement work in order to use this experience and knowledge on site to bring in new entrepreneurs and experts, and continue working to finish the improvement work together with Turkish engineers. However, by following the recommendations of the Ottoman dignitaries, the project of transforming Rumelia into a large commercial center with the ports, highways, canals and rails mentioned in Engineer Borel's report continued, and he was convinced that the construction of a new port in Tekfurdagi would be of great benefit(Çoruh, 2022: 156 vd).

Conversion of Tekfur Mountain Pier into a Port

Since Tekfurdagi Pier is located close to Edirne, the trade volume was growing day by day. For this reason, the opening of a road passing through Tekfurdagi and allowing access from Istanbul to Edirne would make it possible to trade with all of Rumelia. For this reason, it was a candidate to become a port place with a rapidly rising value (Çoruh, 2022: 130). However, the pier was only 167000 krs away from Edirne, and approximately 12992 coins were needed for the land on which the port was planned to be built, to be filled with soil, for the excavation to be removed from here and the pier to be built (BOA, İ. M. M. , nr. 84/2408, lef 4, s. 1-2, 7 Cemaziye'l-evvel 1264/11 Nisan 1848).



Picture 1. Tekfur Mountain Pier (19th Century)

Source: <https://www.houshamadyan.org/tur/haritalar/edirne-vilayeti/tekirdag-sancagi/egitimi-ve-spor/okullar.html>

The Ottoman Empire was looking for alternative ways for the port to be built in Tekfurdagi to be a trade center that could be reached not only through Istanbul, but also through Edirne, Ergene, Enez and Gallipoli. For this purpose, it has decided to repair the Veli Bridge on this river so that a second alternative road can be provided over the Ergene River. It was determined that approximately 3308 coins were needed for the reconstruction of the dilapidated bridge as well as the repair of other bridges and waterways. Approximately 16000 kise of coins were needed for the construction of the highway roads to reach the port. This road was divided into two as between Edirne and Köh-Tekfur and between Köh-Tekfur and Istanbul (Çoruh, 2022: 130 vd).

Considering that the port could be reached from the sea by ship, the Ottoman State considered it sufficient to complete the first part of the road at the first stage. For this, first the road from Edirne to Bender-Tekfur Mountain would be reconstructed, and then from Bender to Istanbul, and then the road would reach Silivri-Çorlu-Lüleburgaz and from there to Edirne over Istanbul (Çoruh, 2022: 130). The places on the old road, which is shorter than the new one, consisted of very fertile areas. In this way, the trees that will be needed in the construction of the pier would be cut from here in a manner that would make this road more advantageous than the other (BOA, İ. M. M. , nr. 84/2408, lef 4, s. 1-2, 7 Cemaziye'l-evvel 1264/11 Nisan 1848).

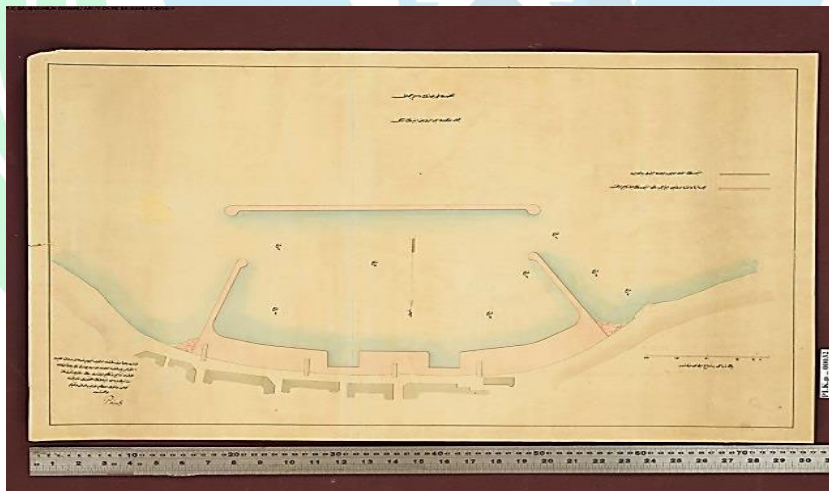
The priority of this road, which would pass through Silivri-Çorlu-Lüleburgaz and reach Edirne, that is, the part going from Edirne to Köh, would ensure that the new road is preferred to the old road, as it would make it possible to open a zone closer to the Marmara Sea from Edirne. If built, the Tekfur Mountain Port would be the closest center of the Marmara Sea to Edirne and would provide great convenience in attracting the Rumelian trade to the Marmara (BOA, İ. M. M. , nr. 84/2408, lef 4, s. 1-2, 7 Cemaziye'l-evvel 1264/11 Nisan 1848). This port would also offer a new route for regional trade as well as for those traveling from Edirne to Köh-Tekfur. It would be a great relief for the Ottoman treasury that the expenses that would arise if the road was built would be covered by the road revenues (BOA, İ. M. M. , nr. 84/2408, lef 4, s. 1-2, 7 Cemaziye'l-evvel 1264/11 Nisan 1848).

If a straight road was built from Dimetoka to Uzun Bridge between the Meriç River and Ergene Water, this road would bring the city to Ergene Water. Again, by going against the current of Ergene Stream and reaching the neighborhood where Çeke Stream merges with Ergene Stream, it would be possible to reach the railway that would reach the Köh-Tekfur region by passing under the Tekfur Mountain mountain range in the Mikyas-Istuva direction. The necessary expenses for the construction of this road could also be met from the money that

would be spent on the improvement of the Meriç River and Enez Port. Since the demand for the Köh-Tekfur region would increase day by day, it would be a big mistake to give up on the Köh-Tekfur road that would connect Istanbul to Edirne (BOA, İ. M. M. , nr. 84/2408, lef 4, s. 1-2, 7 Cemaziye'l-evvel 1264/11 Nisan 1848).

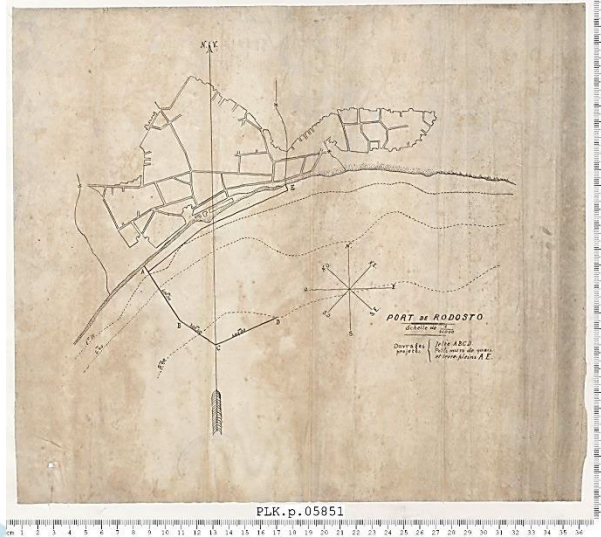
If the road between Edirne and Tekfur Mountain was opened, the distance between Tekfur Mountain and Istanbul, which constitutes the remaining part, could be delayed a little. Because it was easier to reach here by ferry from the sea compared to the land. It would also be possible for the ferries operating in Thessaloniki to stay in this port for a while. It would be possible to send a private ferry or have a ship ready to go from Istanbul to this port and from there to Istanbul, thanks to these accommodated ships.

Apart from the essential needs of the Rumelian merchants, the craft of the Köh-Tekfur region was the biggest factor that enabled the ships to decide to anchor in this port due to the catching wind. Likewise, the proximity of this port to Istanbul would be an important factor for the merchant to bring his goods to this port. Compared to the others, this port would have sufficient opportunities in terms of security. If a barrier was built on each side of the port, it would also strengthen the defense against attacks from the sea. In order to prevent the port from being affected by external threats, a barrier had to be built on the opposite side (see Sketch 4).



Sketch 4: The Port of Mount Tekfur, Drawn by Monsieur Borel.

Source: BOA, PLK. p. , no. 32.



Plan 1: The Plan of Port of Mount Tekfur, Drawn by Monsieur Borel

Source: BOA, PLK. p. , nr. 5851.

The length of these three walls was 993 zira, and it was planned to cost approximately 8316 kise from 6. 5 kuruş for each zira. For the goods and commodities produced in the region to be loaded onto the ships, it was necessary to build a few more piers on the shore, as well as a breakwater. A total of 11996 coins were needed for all this construction activity(BOA, İ. M. M. , nr. 84/2408, lef 4, s. 1-2, 7 Cemaziye'l-evvel 1264/11 Nisan 1848).

Monsieur Borel recommended the establishment of a Municipal Ministry, as in European states, to meet this zoning and allocation and to avoid disruptions (BOA, İ. M. M. , nr. 84/2408, lef 4, s. 1-2, 7 Cemaziye'l-evvel 1264/11 Nisan 1848). The Ottoman Empire would fulfill this recommendation of Monsieur Borel by establishing the Ministry of Public Works in a short time.

Thanks to this supervision, the Ottoman Empire would first be able to create the necessary budgets for the development activities and finalize the projects more easily. Otherwise, the money in Enez Harbor and Meriç River would be wasted. Thanks to the establishment of the Ministry, an independent budget would be provided that would ensure that a specific budget was created each year for the expenditures to be made on the development activities and that the expenditures would be made from there(BOA, İ. M. M. , nr. 84/2408, lef 4, s. 1-2, 7 Cemaziye'l-evvel 1264/11 Nisan 1848).

Monsieur Borel, in the petition he submitted to the Majlis-i Vâlâ-yı Ahkâm-ı Adliye, states all the existing capacities of the Ottoman countries; It has tried to reveal how an advanced network should be created that directs its routes, ports and valuable investment areas to Istanbul

(BOA, İ. M. M. , nr. 84/2408, lef 4, s. 1-2, 7 Cemaziye'l-evvel 1264/11 Nisan 1848). According to that; If these projects are not realized, all investment moves and development projects to be started will never reach their goals due to the lack of roads and ports. All laws and regulations enacted to make these moves will not have any effect (BOA, İ. M. M. , nr. 84/2408, lef 4, s. 1-2, 7 Cemaziye'l-evvel 1264/11 Nisan 1848). Monsieur Borel divided the zoning and settlement projects to be carried out to develop the Ottoman Empire into two, giving importance to art in the first stage and taking urgent steps on this path, and giving importance to development moves in the second stage, for which ports, new cities, roads and canals should be opened. pointed out (BOA, İ. M. M. , nr. 84/2408, lef 4, s. 1-2, 7 Cemaziye'l-evvel 1264/11 Nisan 1848).

The engineer made some suggestions by preparing long lists about the zoning activities at this last stage. For example, he mentioned the necessity of an expenditure item of approximately 4757 kise coin for the zoning activities that he collected in five items: Enez Port, Meriç River, İbrice Port, Tekfur Mountain Port and Edirne Road (BOA, İ. M. M. , nr. 84/2408, lef 4, s. 1-2, 7 Cemaziye'l-evvel 1264/11 Nisan 1848).

One of these engineering projects, the improvement of the road from Istanbul to Edirne and regulating the traffic between the two cities, did not receive the necessary support from the Ottoman dignitaries. It was agreed that instead of this road, a new road should be built from Tekfurdagi to Edirne, which takes 22 hours and is 167000 zira long. Monsieur Borel stated that an allocation of approximately 14000 kise kurus is required for this road (BOA, İ. M. M. , nr. 84/2408, lef 3, 24 Rebi'ül-ahir 1264/30 Mart 1848).

Engineer Monsieur Borel stated that the Tekfurdağı Port to be built should extend to the skirts of Tekfurdağı in order to be wide enough to accommodate approximately 300 ships. He also stated that 11996 kise kurus were needed for the construction of the port (BOA, İ. M. M. , nr. 84/2408, lef 3, 24 Rebi'ül-ahir 1264/30 Mart 1848).

The Ottoman Empire, taking into account the information given by the engineer, concluded it was not possible to clean the Enez Port. He started to take a closer look at the idea that the money to be spent here would be better spent on the construction of the Tekfurdağı Port and feeding it in additional ways. On the other hand, it was obvious that if the Meriç River was discovered and cleaned, the benefits to be obtained from this waterway would be much greater than other projects. However, in line with the ideas put forward by the engineer, the idea of construction of Tekfurdagi Port was adopted. For this reason, it has been decided to open the Rumeli and Istanbul roads that will reach here, as well as the port. However, the commission

had some reservations about the opening of this road and making the port operable. At the beginning of these reservations, an attempt was made to operate a ferry at Tekfurdagi Port in the past, but this attempt did not yield any results, and even the cost of the ferry could not be recovered (BOA, İ. M. M. , nr. 84/2408, lef 2, 24 Rebi'ül-ahir 1264/30 Mart 1848).

The Ottoman Empire must have been convinced that it would take a long time for the difficulties and problems in the projects in question to be able to compensate for the investments to be made, and it ignored the great benefits that these investments could provide to the country in the future. The fact that the information given by the engineer about the aforementioned port and road constructions sometimes contradicted the expectations of the state, constituted a separate reason for this postponement (BOA, İ. M. M. , nr. 84/2408, lef 2, 24 Rebi'ül-ahir 1264/30 Mart 1848). The most important handicap of the state here is that the issues that were given prior consent while evaluating the projects are either postponed or completely discarded after a while. This inconsistency was also experienced in the issue of Tekfurdagi Port and the roads connecting this port to Rumeli and Istanbul. While examining the notebooks of the discoveries made by the state engineer, he expressed very positive opinions about the roads in question, but seemed convinced of the great benefits that the construction of these roads would bring to the country. However, when it comes to implementation, it has not been avoided to take an oppositional attitude about the construction of the roads in question.

Although the report submitted by Engineer Borel to the Majlis-i Vala was not taken into account by the Ottoman statesmen, this report will be copied to a large extent in all the development activities that will be planned to be put forward over the next century. The engineer tried to explain the fact that Tekfurdagi port could have a say in international and national trade, with the importance to be given to roads, canals and railways with completed connections to Thrace, Istanbul and Rumelia. He wanted to draw attention to a few important points in this regard:

Tekfurdagi-Muratli Road

As a result of his investigations, Engineer Borel wanted to connect Tekfurdagi to Istanbul and Edirne via Muratli. He stated that this road is approximately 22 kilometers and that there are some repair and construction activities to be carried out on 11 kilometers of the road, and an agreement was reached to pay 611567 kuruş to the contractor Minhailidi Efendi in 1893 for this. If the construction of this road was started, it was decided that the first payment would be made in December 1893. As the engineer pointed out, it was decided to build the

road and connect it to the port. However, since there was no money in the state's coffers, 61200 kurus, which was taken as a guarantee during the tender phase, was returned to the contractor as the first installment(BOA, BEO, nr. 469/35159/4, 3 Nisan 1310/15 Nisan 1894).

The difference and advantage of the Tekfurdağı-Muratlı road construction project from other projects was that the materials required for the construction were supplied in advance. Despite this, the inability to make the due payments delayed the contractor's start of construction.

Tekfurdağı-Corlu Road

Engineer Borel considered it necessary to build the Tekfurdağı-Corlu road, which is 24 km away from the second road, which could have an important place in the Ottoman trade. This road would connect Tekfurdağı Port to the inner parts of Thrace and was a candidate to be one of the busiest roads of the time. This road would greatly facilitate access to the port. For this reason, state studies were initiated by Çorlu. However, the swampy port near the city was threatening access. The Ministry of Public Works had decided to rehabilitate this place. After the discovery made for the road that was decided to be turned into a highway, it was estimated that the improvement cost would reach approximately 180000 kurus (BOA, BEO, nr. 469/35159/5, 3 Nisan 1310/15 Nisan 1894).

The purpose of starting the road construction in Çorlu, whose tender has just been completed, was to both gain usage habits and ensure the flow of revenues from the road route to the treasury.

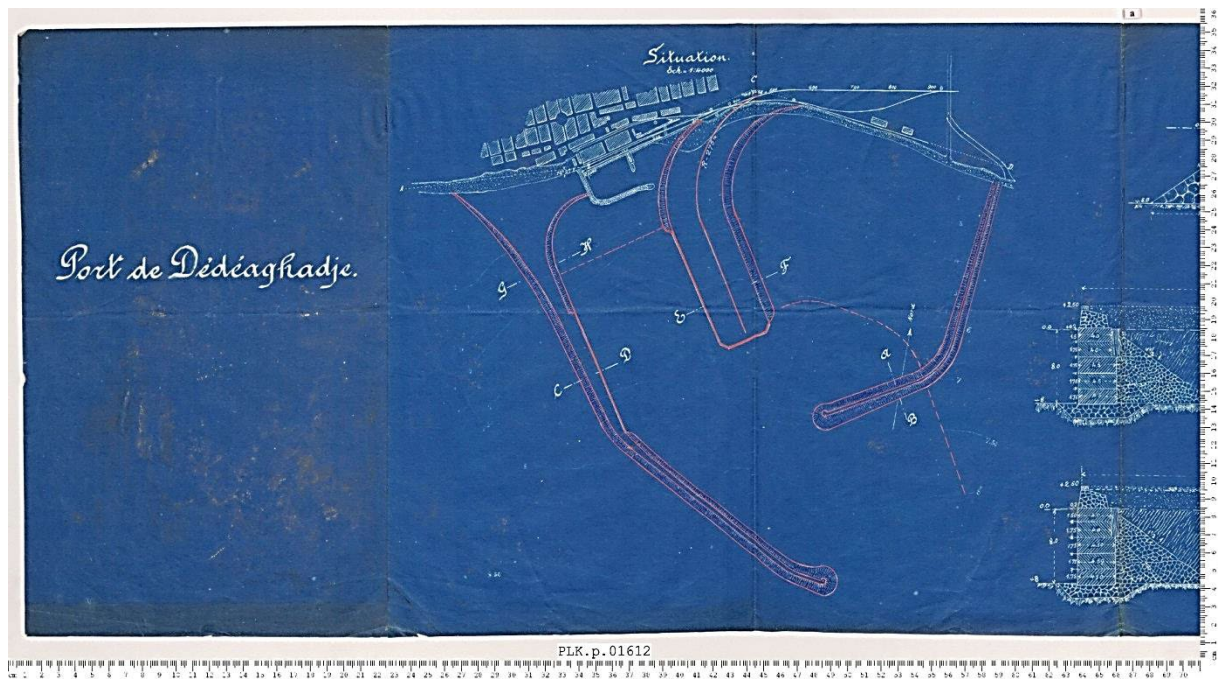
All the port, road, canal and city construction activities explained above have come to the fore as the reflections of the report submitted by Monsiur Borel to the Parliament in 1847. Since the 1890s, the Ottoman Empire took this report back on its agenda and pressed the button for the establishment of several new ports, and a new port was built in Trakondine, especially due to the inability of the Enez Port to be operational, but the fact that this place was unsafe in terms of bandits and winds, 1844 It is seen that he worked hard to implement the Tekfurdağı port project, which was put forward by Ottoman engineers in 1847 and on which Monsieur Borel worked a lot to be built in 1847.

When Monsieur Borel brought this issue to the agenda in the Assembly-i Vala, he said that the biggest obstacle in front of this job was undoubtedly finding entrepreneurs to do the job. In the intervening time, the activities carried out in the region ensured that many

entrepreneurs, both domestic and foreign, were convinced that there could be a job. For this reason, one of the first applications for the construction of Tekfurdagi Port was made by Ebuziye Tevfik Asaf Bey on October 25, 1893. Tevfikbey thought that if a simendüfer line was built between Foamlu locality and Tekfurdagi, it would be possible to have trade and transportation opportunities on a line stretching from Edirne to Kırkkilise. This request was also voiced in the Parliament and after the decision to make the necessary arrangements regarding the issue, the contract and specification to be made with the tax collector Tevfik Bey were presented to the Parliament (BOA, BEO, nr. 300/22473; BOA, BEO, nr. 4050/303982).

Despite Tevfik Bey's request, no result could be obtained, and a second application was made with the signature of Attorney Cornet and his associates living in Agobiyen Inn in Galata. From this application, due to the construction of Tekfurdağı port, the construction of a railroad line from Tekfurdağı to Dedeğaça (Devletlu Ağaç) passing through Maalkara and Kırkkilise and the construction of a roadway stretching from Maalkara to Gallipoli came to the fore. For this reason, it is understood that Lawyer Cornet requested a concession for the construction of the Şümendüfer line and the road in 1887. However, on April 27, 1907, the government renewed this tender and started to receive applications for the construction of a new line from Tekfurdağı to Muratlı, from Babaeski to Kırkkilise to support the port (BOA, MV. , nr. 116/12). Korneti, who submitted a new petition on April 29, 1907, to give him the Şümendüfer line, for which the government was tendered, this time, other than the construction of a perfect port and pier in Tekfurdağı, to facilitate the dispatch of the soldiers that the Ottoman State would transfer to the Balkans, if the concession was given to him, transportation between Tekfurdağı and Kırkkilise. He claimed that he could set up a lift line to do this (BOA, BEO, 3069/230157/3).

The Ottoman Empire had been thinking for a long time whether there was a need for a port on Mount Tekfur. In order to enable this port to be built, the tender for the railroad and roadway roads in the region was brought to the agenda and an entrepreneur was sought to carry out this. However, in the applications made in this regard, the fact that the entrepreneurs focused on the construction of a railway and highway, where they could trade rather than the construction of a port, prompted the government to conduct a serious research on this issue. With a decision taken on May 23, 1911, it was stated that the port of Mount Tekfur was not more important than the other important piers on the shores of the Ottoman Empire, on the contrary, it would bring a great burden to the treasury if it was built, whereas the construction of a port in Dedeaghadjje was more valuable in this respect (see Sketch 5).



Sketch 5: Port of Dedeaghadje

Source: BOA, PLK. p. , nr. 1612/0/1.

Although the government considered the Tekfurdagi port unnecessary, it did not completely disregard it. Despite the weather opposition here, when it comes to soldiers to be sent to the Balkans, considering that ferries can dock at this port even if it is a few days a year, especially because it is one of the requirements of the Ministry of War, at least the construction of two iron piers filled with stones from the coast to the sea should be taken into account by the supervision. It was requested that the scientific examinations required for this would be sufficient to meet their needs as soon as possible (BOA, MV. , 151/43).

While the Ottoman Empire considered it sufficient to have only an iron pier in Tekfurdagi, it was warm to the construction of a new port in Ereğli on the Black Sea coast. However, he wanted the construction of this port to be done by the specifications prepared for Tekfurdagi port (BOA, MV. , 152/42).

Conclusion

For a long time, the Ottoman Empire had been making efforts to rehabilitate the Meriç River and reopen the Enez Port to trade. This effort, which was started in the 1840s, was almost shelved with a report prepared by Monsieur Borel, who was brought from France between 1847 and 1848. Thereupon, the Ottoman Empire switched from the issue of cleaning and rehabilitating the Meriç River and Enez Port to a new method, such as the operation of these

two waterways and their transformation into an international trade route through businesses. Thanks to this method, it was seen that the state announced specifications and regulations for the regulation and operation of the river by private entrepreneurs for a long time. However, Engineer Borel brought up an issue brought up by Turkish engineers in 1844, to give up the cleaning of the Meriç and Enez ports, to open a new port to be built in Tekfurdagi instead of the Enez port, which cannot be cleaned thanks to this canal, to be opened to international trade. Although the Ottoman Empire did not take kindly to this idea at first, it seems that as time went on, in line with the demands of the merchant group trading on the Meriç River and the European merchants who exchanged goods with them, it approached the idea of opening a new port in Tekfurdagi instead of Enez. However, this time, the bad situation of the treasury came into play and this situation hindered port construction activities. For this reason, the government first brought to the agenda the construction of a shipyard and roadway between Edirne-Istanbul and Tekfurdagi, and stipulated the establishment of a port in Tekfurdagi for the entrepreneur who will receive this tender. However, despite the applications made to this tender, which was launched in 1887, those who aspired to the railway and highway consciously held back from the issue of building a port in Tekfurdagi.

The Ottoman State decided that this port could not be built despite the concession conditions, and with a new decree issued in 1911, it decided to build Tekfurdagi not a commercial port, but only two iron piers that would meet the needs of the Navy for the dispatch of soldiers and ammunition.

However, as can be seen above, despite all the opposing winds, despite the perfect map of how a port should be built in Tekfurdagi, the Ottoman government will push aside Monsieur Borel's port offer and, in return for all the benefits to be gained in the future, will ensure that the ferries dock by using the state of the treasury as an excuse. It was observed that he preferred to build a pier.

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