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INFRASTRUCTURE SERVICES IN IZMIR DURING 1960'S

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Abstract

1960s were the years that Izmir was restructured and changed its spatial meaning. In the whole city, roadworks started and asphalt activities began in all streets of Izmir. Along with the industrialization, phenomenon of migration from village to city, squatting and as a result of those, growth in population, inadequacy of the infrastructure services became clear.

In this article, the infrastructure services of the period is mentioned and the issue is limited to the center of the Izmir. The current situation and shortage of water, electricity, sewage, gas, road and postal services are revealed.

Keywords: İzmir, Electricity, Water, Sewage, paving, Road, Postal Services

1960'LI YILLARDA İZMİR'DE ALTYAPI HİZMETLERİ

Öz

1960'lı yıllar İzmir'in yeniden yapılandığı ve mekânsal anlamda kabuk değiştirdiği yıllardı. Kentin bütününde yol çalışmaları başlamış, İzmir sokaklarında baştan sonra asfaltlama faaliyeti içine girilmişti. Sanayileşme, köyden kente göç olgusu, gecekondulaşma ve bütün bunların beraberinde gelen nüfus artışıyla birlikte altyapı hizmetlerinin yetersizliği de açıkça ortaya çıkmıştı.

Bu makalede, dönemin alt yapı hizmetlerinden bahsedilmekte ve konu İzmir merkez ile sınırlı tutulmaktadır. Su, elektrik, kanalizasyon, havagazı, yol ve posta hizmetlerinin mevcut durumları ve yetersizlikleri gözler önüne serilmektedir.

Anahtar Kelimeler: İzmir, Elektrik, Su, Kanalizasyon, Asfaltlama, Yol, Posta Hizmetleri

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Introduction

Izmir was first established in Bayraklı in 3000 BC. The city continued its existence until 545 BC and was destroyed by the invasion of Persians in 545 BC. The second establishment of the city was in 344 BC. Kadifekale was chosen as the city centre this time. After a while the population grew, the borders expanded and the city began to reach the bay. In 1960, the population of Izmir was 405.129¹, in 1965 it was 575.839² and in 1970 it was 724.278³. The start of the industrialization movements in the 60s, the establishment of factories and the proliferation of business sectors took the city an economy based on industry. The migration from the village to the city that started in the 50s increased in the 1960s. The rapid population flow from countryside to the city was seen. When the housing needs of the migrant citizens could not be fully met, the citizens chose to build their own dwellings and squatting at a night began. While horizontal growth was observed around the city, a vertical growth started in the city center. First, the gardens and pavilions that surrounded the bay in half-moon were demolished and then high-rise apartments were being built instead of the demolished buildings. Highrise attached buildings, with no gardens were built in coastal areas starting from Karsiyaka, including Alsancak, Pasaport, Konak, Karantina, Göztepe and Güzelyalı. As a result of rapid population growth, irregular structuring, squatting and apartment buildings, infrastructure services in the city became inadequate. The mayor of the period, Osman Kibar, started an intensive work of paving the streets of the city from the beginning to the end. Water, electricity, sewage was a problem in itself. Postal services were inadequate and there were problems about communicating with relatives outside the city and abroad. 1960's were the years in which the importance of infrastructure services were understood and start off an intensive work. In the 60's, infrastructure services such as water, electricity and sewage were given to Eshot General Directorate within the municipality.

¹ T.C. Prime Ministry State Institute of Statistics 1960 General Census –Final results by cities and provinces, p. 14.

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² T.C. Prime Ministry State Institute of Statistics 24 October 1965 General Census Administrative Divisions –City, Province, Town and Village (Mukhtar) Population, p. 339.

³ T.C. Prime Ministry State Institute of Statistic 25.10.1970 General Census Administrative Divisions – City, Province, Town and Village (Mukhtar) Population, p. 308.

1. Electricity and Gas

In 1928, the first power plant in Izmir was established by a Belgian firm in Darağaç district of Alsancak. Two 2,500 Kw turbine alternators and three boilers were installed in the plant that year. Over the years, the power plant was increased to 40,000 KW. In 1960s, the power plant started to receive energy from the Bornova Transformer Center due to the inadequacy of meeting the energy need of İzmir. Bornova transformer center was fed by Soma Thermal, Kemer and Demirköprü hydroelectric power plants. The energy from that center was distributed to the city and its districts through various channels. The electric current between the Bornova substation and the power plant was provided through 2 transformers of 34,5 / 10,5 Kw. While the connection with Karsiyaka was provided by a contact of 34,5 / 10,5 KW, the connection between the Menemen transformer center was the continuation of the line between Karşıyaka and Bornova. Çamdibi, Kula, Mersinli, Çınarlı, Çimentaş ve Eşrefpaşa received their electricity need from Bornova substation⁴.

The electric plant worked with 0-10 millimeters of washed powder coal that was brought from Soma. In the middle of the 1960s, 400 tons of coal were burned daily to meet electricity need of Izmir. Due to the rapid increase in electricity consumption and the increasingly aging of the factory, the electricity generated could not meet the needs of the city alone and taking energy from interconnected network started. According to Süha Tarman who was the director the electrical factory, Izmir was one of the first ten steam-operated power plants in Turkey. It was described as the brain of Izmir. While meeting a great part of the city's electricity needs, İzmir continued to have electrical troubles from time to time. Especially in the fair period, electricity was cut off in some areas because a large part of the electricity was supplied to the fair. The Turyağ Factory, located in Karşıyaka, Şark Sanayi Factory in Izmir did not complain about power cut in order to help Izmir electrical factory. Factory which started to age, was sold to Etibank then moved to Turkish Electricity Administration and it was closed completely in 1987⁵.

As a result of increasing electricity demand, in 1961, high voltage lines were laid in Bornova and Mersinli districts. Electricity energy obtained from the

⁴ 1967 *İzmir City Annual*, pgs. 176-177.

⁵ Ezgi Tekerek, "48 Yıl Önce İzmir Elektrik Fabrikası", *İzmir Life Dergisi*, Volume:131, (July, 2012), p. 101.

nearby dams was given to the city network with these lines. Thus, it was planned to obtain 2,000-3,000 kilowatts of energy from the dams. In the same year, it was decided to construct a new high voltage line from Bornova to Çimentaş. With the completed voltage line, 5.000-6.000 kilowatts of electricity would be generated and that electricity would be used in industrial plants⁶. In 1962, Eshot ordered electrical equipment from Europe. With the incoming material, new facilities would be built and the city's electricity network would be supported. With the project which was carried out by Etibank and Eshot, it was planned to construct a transformator center and 35.000 volt overhead line facilities in Eşrefpaşa and Karşıyaka in 1963⁷.

Tablo: Electricity generation and consumption between 1963-1967

Years	Power Generation 10 ³ Kwh	Power consumption 10 ³ Kwh
1963	231.792	218.250
1964	243.976	226.570
1965	273.608	251.889
1966	295.034	271.129
1967	356.325	329.259

Source: 1967 İzmir City Annual, p. 178

During the 1960s, the most intensive energy consumption was in industry. The numbers showed that the industry was developing rapidly. The generated power was used for household needs and street lighting except industry. During 1960s, Eshot general manager, Faruk Ünay carried intensive works to make İzmir the best well lighted city. Fevzipaşa Boulevard, Birinci Kordon, Gazi Boulevard and Gaziosmanpaşa Boulevard were lighted with mercury vapor lamps in 1960. Some architects and engineers who had studies in Germany said that İzmir Square was brighter than Berlin Square and that İzmir had made considerable progress in lighting⁸. The road to İzmir via Gürçeşme and

⁶ *Demokrat İzmir*, 9 January 1961.

⁷ *Yeni Asır*, 8 April 1962.

⁸ *Yeni Asır*, 15 April 1960.

the Şirinyer road to Eşrefpaşa were lighted by mercurous daylight lamps⁹. In 1964, 463 lampposts were placed in the streets and 18 posts were dismantled for repair. The number of lamps used in general lighting was 11.872 in 1962, 12.530 in 1963 and 14.008 in 1964. When the data of the General Directorate of Eshot in 1964 was examined, it was seen that the total power of the bulbs used for general lighting was 1.758.690 kilowatts. 4.920 meters long underground cables while 28.637 meters long overhead lines were¹⁰. In 1967, works were carried out to lighten Halil Rifat Pasha, Hacı Ali Efendi, İşçiler, Gaziler, Yeşildere and Gürçeşme streets and Alsancak Station and the Gas Plant with mercurous vapor lamps¹¹.

In the 1960's some of the street lighting was done with gas. The gas plant that was built by the French in 1862, however, became old in 60's, it became less efficient and area of use was reduced. But the gas plant was still being used to lighten certain streets and for heating and lighting of certain buildings. The General Directorate of Eshot conducted an intensive work program for promoting the use of gas in the city in 60's. New pipelines were laid on the streets from one side, and pipelines existing from the other side were checked and necessary modifications were made. Care was taken that new pipelines would pass under the pavements. In 1964, the 0/100 mm font pipe on İkcemeselik Street was cancelled and replaced by 732 m. 0/150 mm, 42 m.0/80 mm font pipe and 2-inch galvanized pipe. The whole installation was under the pavement. In the same year, congestion was detected in the Karsiyaka outlet pipe and the renovation was done. Pressure controls were made in Güzelyalı trolleybus deposits and Karşıyaka Bostanlı districts. Pressure controls were made in Güzelyalı trolleybus depots and Karşıyaka, Bostanlı districts. The networks were found to be decaying and needing renovations in the streets between Konak-Karantina, Basmane, Alsancak, Bornova and Karsiyaka. As a result of all those controls, 40 pipelines were repaired in the city and gas leaks were prevented. New pipelines were laid to 806, 1,398, 1,444, 1,787 streets and to the Çankaya part of Gazi Osman Paşa Boulevard. Gas pipelines were laid to certain buildings in the city. For example, in 1964, the block houses built by the Öğretmenler Bankası in İkinci Aziziye, the Ege University Microbiology Building and the Municipality Chemical Center were also furnished with font pipelines¹².

⁹ *Yeni Asır*, 1 June 1964.

¹⁰ *Izmir Municipal Council 1964 Annual Activity and Working Report*, p. 52, 54.

¹¹ *Ege Ekspres*, 9 April 1967.

¹² *Izmir Municipal Council 1964 Annual Activity and Working Report*, p. 57.

In 1968, according to the municipal gas schedule, private and public institutions paid 64 kuruş for each cubic meter. The fee for Eshot officers, employees and permanent workers was 34 kuruş. The cost of cutting or opening the gas was 500 kuruş, and the fee paid for the laying or removal of gas was excluded from this price¹³.

1. Water

The Belgian company said that drinking water could be obtained from Halkapınar Lake and the water from that source would be sufficient to overcome water shortage problem of the city. The project was then left to the Belgian company and the firm began to build Halkapınar water plants. The works were completed in 1897 and Halkapınar water plants were put into service¹⁴. Citizens also mobilized in order to ensure the healthy water consumption of the people in İzmir and to transport Halkapınar water to whole İzmir. The Belgian company completed the water installations shortly after taking money from those who wanted to install it to their houses; public fountains, fountains and water tanks with fountains were built in the streets and it made the water to be delivered whole city¹⁵. Halkapınar water provided the water need of İzmir for years. In the meantime, Vezir and Osmanağa water were used.

Table: Water consumption in houses and public places between 1963-1967 in İzmir

Years	General consumption		Consumption in houses	
	Number of Subscribers	Consumption 1000 M ³	Number of Subscribers	Consumption 1000 M ³
1963	50.253	16.496	48.768	10.510

¹³ T.C. İzmir Municipality Electricity, Water, Gas, Trolleybus and Bus General Directorate, 1968 Tariffs, pgs. This tariff was admitted at the meeting on 30.12. 1963 with 8/51 numbered decision, it was approved by the Ministry of Energy and Natural Resources with the dated 19.3.1964 and numbered 3035 official writing and in 1967 it was accepted by the Municipal Council at the meeting on 16.12.1966.

¹⁴ <http://www.izsu.gov.tr/Pages/standartPage.aspx?id=174> (Date of access: 18.05.2018)

¹⁵ Hasan Karakaya, Ali Zafer Çakmakçı, "Bir Su Öyküsü-İzmir Su Fabrikası", *İzmir Kent Kültürü Dergisi*, Volume:6, March, 2003, pgs. 227-228.

1964	54.923	18.243	53.341	11.956
1965	62.974	19.704	61.313	13.412
1966	70.352	21.427	68.594	14.873
1967	78.865	23.631	77.033	16.828

Source: 1967 *Izmir City Annual*, p. no.

In 1964, 30.721.524 m³ of water was stored in Halkpınar water factory and 214.878 m³ of water was stored in Yamanlar. Various reseaches were carried out to transmit water to the city network and to distribute. First of all, 2000 m³ / h engines of K.S.B were brought in order to transmit water in the network. As the amount of water fell below 30 cm of the lake level, an excavation study was conducted under the lake and the accumulated clay material was separated. The water could not reach the high quarters of the city. For this purpose, in 1964, 5.399.280 m³ water was stored at Selvilitepe pumping station, 741.126 m³ water at Samantepe pumping station, 1.380.319 m³ water at Yeşilyurt pumping station and 815.523 m³ water was stored at Yelkentepe pumping station. In addition, Eshot General Directorate completed the maintenance and repair of the water systems and repaired the faulty engines at the pumping stations. As a result of all those efforts, the drinking water distribution network was expanded. Drinking water distribution to Cumhuriyet Mahallesi, Şemikler, Bozyaka, Uzundere village, Altındağ village, Karabağlar and Cennetoğlu was done. In addition, 70 tons of drinking water was distributed daily in summer months to those districts. The pipelines going to those districts was renewed in order to give more water to Alsancak and Basmane. 4400 meters of cast iron pipes were installed between the Halkapınar-Alsancak-Şair Eşref Boulevard Road and the Lausanne Square. In the same year, with the extension of İkiçeşmelik Avenue, the Halkapınar network on the route had to be dismantled. Instead of that, 0/200 mms and 725 meters length cast iron pipes were installed. Thus the other side of the road had water. There were Vezir and Osmaga networks on İkiçeşmelik Avenue. Those networks were dismantled and the network line was extended. 225meters length and 0/150 mm cast iron pipes were installed¹⁶.

In 1965, drinking water was searched in 82 villages, 3 of them in the center. The pipes lenght installed in villages were 120.955 meters. 48 warehouses and

¹⁶ *Izmir Municipal Council 1964 Annual Activity and Working Report*, p. 37, 55.

254 fountains were built in order to benefit from drinking water, In 1966, drinking water researches were done in 37 more villages and in 1967, 51 more villages were searched for drinking water. As a result of the resources found, 80,280 meters pipes in 1966, 85,735 meters pipes in 1967 were installed. In 1966 43 cisterns and 105 fountains were built, and in 1967 25 cisterns and 134 fountains were built. The length of the pipes installed in the villages in the city center of İzmir in 1965 was 2,390 meters, 7500 meters in 1966 and 7000 meters in 1967¹⁷. As a result of the searches in 1966, İzmir's Guzelbahçe region got drinking water. The water coming from Kavacık Village, which is 16 kilometers away was 60 liters in a second. According to the report, water was colorless, odorless, soft and had healthy minerals. The people living in Guzelbahçe were very happy to have water¹⁸.

In the 60s, there were occasional water cuts in the city of İzmir. There were periods where water could not be given continuously for 4-5 days. Especially in the hot summer months, with the increase in the consumption of water, there was water shortage in the reservoirs. Mayor Osman Kibar, announced through newspapers and radios in which districts, which hours the water would be cut off. Citizens living in Karsiyaka and high districts were the ones most affected by water cuts. Balçova was also one of provinces with the most water-cuts during the 60's. The water was brought to Balçova from İzmir, was towed to a station located in Üçkuyular and distributed to Balçova's network. However, water shortage in İzmir also left Balçova completely without water. As a result of the researches rich water sources were found. The water from there was sufficient for Balçova. The necessary installation was established; but the people living in that area applied to Council of State claiming that the water was necessary for the gardens and the water distribution was stopped with the decision of Council of State¹⁹. The districts most affected by the water cut were Hatay, Şirinyer, Karşıyaka, Bayraklı and Balçova. The high position and the presence of high-rise apartments in the area prevented water from reaching the high floors. Especially Hatay, Yalı and Alsancak, 7-8-storey apartment buildings were built, each building had 14-16 apartments. If the first two floors left the taps open, the water would not reach the upper floors because of the lack of pressure. While İzmir already experienced water shortage, the water problem was felt with the increase of high-rise buildings. With the regulator facility planned to be established

¹⁷ 1967 *İzmir City Annual*, It is written by using Table:14.

¹⁸ K. Ormancıoğlu, "Güzelbahçe Nihayet İçme Suyuna Kavuştu", *Ege Ekspres*, 15 June 1966.

¹⁹ *Ege Ekspres*, 23 June 1968.

in Turan, it would be possible to distribute the water to the upper floors of the apartments in Karsiyaka²⁰.

3. Sewage

In the 1960s sewage was a problem in itself. The need for sewage was also evident in the city, with population growth, squatting and the rapid growth of high-rise buildings. In 1963, during Mayor Rebi Basol, sewage constructions began in various districts of the city. 205,000 liras for 7 streets in 2 districts of Karsiyaka, 58,000 liras for 9 streets in Yeşilyurt, 25,000 liras for 4 streets in Aziziyeye, 174,000 liras for 11 streets in Tepecik and 128,000 liras for 5 streets in Göztepe were spent for sewage construction. All these works were completed in 6 months and 2,120,000 liras were spent. Apart from newly constructed sewages, cleaning and repairs were carried out in existing sewages. 41,000 liras were spent from the budget of municipality for those maintenance and repair works²¹.

In the first half of the 1960's there were many buildings without sewers. The municipality did cleaning of the septic pits of those buildings without sewages in a certain order. The owners of the buildings first applied to the municipality, paid their wages, and waited for their turn by giving the receipt they received to the municipality. In 1964, 784 cesspools were cleaned²².

Besides the sewage constructions, the rapid increase in squatting, growth of population, growth of industry and construction sector caused the continuation of the sewage problem. In 1960s the lack of sewage in the city could not be completed. Especially the wastewater of the apartments located on the coastline were directly drained to the sea. In 1968, on 3 km of shoreline between Karantina and Güzelyalı, new apartment buildings were built and all of the sewage wastes were given to the sea²³.

4. Road and Pavement Works

In the second half of 1960's almost all the main streets and boulevards of the city were asphalted. The part from Eşrefpaşa Police Station to Yağhaneler,

²⁰ *Ege Ekspres*, 25, 27 June 1966.

²¹ *Demokrat İzmir*, 4 October 1963.

²² *İzmir Municipal Council 1964 Annual Activity and Working Report*, p. 37.

²³ *Demokrat İzmir*, 25 January 1968.

Gazi Boulevard, Halil Rifat Paşa Street, Yapıcıoğlu Street, Kadifekale, Ege neighborhood, Kahramanlar, all the streets in Tepecik and Fevzipaşa Boulevard were asphalted²⁴; but the deterioration of the asphalt roads after a year and the appearance of cobblestones underneath showed that the pavement works did not reach the desired result. In some districts, asphalt works done on paving stone without repairing the underground facilities. For that reason some paving stones were seen on the streets. Since the required slope was not provided, rainwater was collected in some parts of the roads. The disruptions in the pavement activities caused Osman Kibar to have nickname "Parquet Osman" or "Lake Osman"²⁵. News about the frequent corruption began to appear in the newspapers. The mixing of gravel with the soil destroyed the property of asphalt and the asphalt roads were spoiled in a short time. In fact, in most regions not only the roads were destroyed but also the asphalt was diappeared²⁶.

The Izmir-Karsiyaka coastal road was also built in the late 1960s. There was a narrow road between İzmir and Karşıyaka; but it took 1-1,5 hour to pass that 6 km road in the mornings and the evenings. The General Directorate of Highways started a new road construction called "Golden Road" to solve this problem. Golden Road was built on the loam area on seaside. 2 arrivals, 2 departures, consisting of a total of 4 lanes and it was thought that it would solve 20 years of traffic problem of Izmir. Due to the fact that the base on which the road was constructed was completely loam and there was not enough carrying power, a sand mattress was paved 1.5 meters above sea level. Then, sand dunes were made down to a depth of 10-12 meters at intervals of 3 meters. Thus, the road with increased transportation power completely relieved the traffic of İzmir-Karşıyaka²⁷. Izmir-Karşıyaka coast road that was opened in September of 1968, cost 20 million liras. It was built 4 kilometers long and 22 meters wide. Although not given the date, this road was planned to have 6 lanes after Bornova junction²⁸.

The works to expand İzmir's two most important streets, Hatay Street and İkiçeşmelik Street, was on the top of the agenda in the late 1961 and early 1962.

²⁴ *Ege Ekspres*, 10 May 1967.

²⁵ Erel Şarman, "Yolları Bozuk Semtlerdeki Vatandaşlar, Kibar'a Yeni İsim Buldu: Göl Osman", *Ege Ekspres*, 11 February 1967.

²⁶ *Demokrat İzmir*, 7 December 1969.

²⁷ *Ege Ekspres*, 31 January 1967.

²⁸ Erkin Usman, "Sahil Yolu Hizmete Açıldı.", *Ege Ekspres*, 10 September 1968.

It was planned to expropriate Hatay Street from Sirinyer junction to Hatay Pharmacy of that period, remaining faithful to the program prepared in 1961²⁹. Unfortunately, by 1968, the expropriation of Hatay Caddesi was not realized. Real estates which would be expropriated were confirmed; but payments to the owners of the houses started recently. It was planned that the Hatay Street would be built 20 meters wide and the buildings would be 18.80 gabarite. The second stage expropriation of the region between Eşrefpaşa Square and Şirinyer road started in 1968³⁰.

6. Post, Telephone and Telegraph

In the 1960s, the most intensive communication tool used to communicate was posts. Telegraph and telephone use came after the post. In 1965 there were 20,341 telephone subscribers in the city. In-city conversations were more common and also out-of-city conversations. In 1965 there were no calls from abroad to İzmir; but when we look at the statistics there were 9,481 abroad calls from İzmir. As a mean of communication, the use of telegraph was also popular both at home and abroad. In 1965, 428,118 telegraph communications were made in the city of İzmir. In the same year, there were 61,153 telegraphs from abroad to İzmir and 51,640 telegraphs to İzmir from abroad³¹.

In 1960s, telephone, telegraph and postal works were carried under P.T.T. In 1967, in the center of İzmir, there were 1 telephone directorate, 1 PTT regional directorate, 1 post office and 1 telegraph center. The PTT centers in the central district were located in Alsancak, Basmane, Bayraklı, Buca, Cumaovası, Çarşı, Eşrefpaşa, Gaziemir, Gültepe, Güzelyalı, İkiçeşmelik, Küçükyalı, Narlıdere, Şirinyer and Tepecik. In addition, Çarşı PTT center, Government PTT Center and Air training Com., PTT center were also in service. There were 16 branches affiliated to those PTT centers. 2 PTT centers in Bayındır with 4 branches and 2 agencies; 1 PTT center and 3 branches in Bergama; 2 PTT centers, Bornova center and Çamdibi center and 1 agency affiliated to Çamdibi Center in Bornova; there were 2 PTT centers and 1 agency in Cesme, Çeşme center and Ilıca; 1 PTT and 1 agency in Dikili, 1 PTT and 1 agency in Foça; 1 PTT in Karaburun; there were 3 PTT centers in Karsiyaka, Karsiyaka center, Büyükçiğli and Şemikler, 3 branches connected to Karsiyaka; 1 PTT center and 4 branches in Kemalpaşa; 1 PTT center

²⁹ *Yeni Astar*, 18 March 1962.

³⁰ *Ege Ekspres*, 10 May 1968.

³¹ 1967 *İzmir İl Yıllığı*, s.y. It is written by using Table:19.

and 2 agencies in Kınık; 1 PTT center in Kiraz; there were 2 PTT centers in Menemen and 1 branch in Menemen center; there were 1 PTT center and 8 branches in Ödemiş; 1 PTT center and 1 agency in Seferihisar; 1 PTT center and 2 branches in Selçuk; 1 PTT center and 1 branch in Tire; there were 1 PTT center and 5 agencies in Torbalı, 1 PTT center, 1 branch and 1 agency in Urla³².

The geographical growth of the city and the increase in the population increased the need for people to communicate by phone. In 1960, 296 of the 682 villages of İzmir were able to make telephone connections with the center. The number of villages without telephone connection was 378 and the number of villages with unknown connection was 8. The number of villages that had telephone connection with the district centers was 261, the number of villages without connection was 240 and the number of villages with unknown connection was 181³³. By the year 1967, the number of telephone connection in the villages rose to 520. While 25 villages of the 43 central district, Karsiyaka, Dikili, Foça, Kemalpaşa, Kinik, Menemen and Seferihisar had telephone connections with their all villages³⁴.

The number of citizens who applied to PTT for phone connection was increasing day by day. However, despite all the efforts, the PTT general directorate could meet the citizens' requests for phone calls after long waiting periods. The telephone of 100 citizens who applied in 1955 could only be connected in 1964. In 1964 the citizens who applied in 1956 still did not have their phones connected. The General Directorate of PTT was planning to connect 4,000 phones in the city center, 1000 in Karsiyaka and 2000 in Güzelyalı until the end of 1964³⁵. However, towards the end of 1964 the phone numbers of 1,500 people in the center were distributed and the installation of 1000 phones in Karsiyaka was completed and the distribution stage was about to start; in Güzelyalı, all of the applicants were informed that telephone connections could be made with a total of 4,500 subscriber requests³⁶. The reason for not connecting the phones was the lack of stations. In 1969, 1031 citizens had telephone connection with the addition to the Çınarlı station. The telephone of 228 people who were waiting in 1968

³² 1967 İzmir City Annual, p. 190.

³³ T.C. Prime Ministry State Institute of Statistics(DİE) Statistics of the villages 1960 Survey Results, Devlet İstatistik Enstitüsü Matbaası, Ankara, 1963, p. 42-44.

³⁴ 1967 İzmir City Annual, s. 194.

³⁵ Demokrat İzmir, 7 April 1964.

³⁶ Demokrat İzmir, 14 August 1964.

was connected in 1969. Still, in 1969, in Karsiyaka, Şirinyer, Bornova and Güzel-yalı there were 1000 subscribers and 2800 subscribers the city center were waiting. In a statement made by Orhan Özal in 1969, working on the switchboard to meet their telephone needs of 6000 subscribers started³⁷.

CONCLUSION

The 1960s were the beginning of a new era for Izmir. The migration from villages to the city started in the 50s, increased in the 60's, and the immigrants started to create new settlement areas. The squatting was growing rapidly. The sewage, road, water and electricity needs of these houses that were built in a night were not fully met. Infrastructure services were inadequate. Infrastructure inadequacy was not limited to the squats; the city center had the same problem. There was a sewage problem in most of the houses that surrounded the bay in half moon. Wastewater from the mansions and the pavilions were poured into the sea and the sea was polluted day by day.

Moreover, apartment building construction increased, houses with gardens were demolished and high-rise apartment buildings started to be built. As the infrastructure was inadequate, sewage problems occurred in the buildings and septic pits were opened. The municipality came in certain periods and cleared the septic tank pits. There were frequent water and electricity cuts in İzmir. Those cuts sometimes lasted a few hours, sometimes up to 4-5 days. In the 60s, the water need of İzmir was met from Halkapınar water; but the Vezir and Osmanağa water were still used. In Karsiyaka there was Yamanlar water, but there were problems delivering it to the higher points. Electricity need was met from the electricity factory in Alsancak. This factory was obsolete and lost its productivity. For this reason, electricity was delivered from the Bornova transformer center.

Except the main streets, the streets of Izmir were mostly land until 1960. There was intense dust in summer and mud in the winter. When Osman Kibar became the mayor of the city in 1963, the construction of the roads and the asphalt works started. Osman Kibar declared that there would be no streets unpaved in Izmir.

³⁷ *Demokrat İzmir*, 23 October 1969.

Communication was a problem in itself. There were serious problems in communicating with people abroad and at home. Since most of the citizens did not have a phone at home, they went to PTT to make a phone call. The calls were informed and invited. For this reason, no phone calls were made for arbitrary conversations, the phone was used only for emergency. Communication was mostly through letters.

The awareness of the people and the governments, the increased sensitivity towards the environment, the desire of people to live under better conditions, the inadequacy of the infrastructure in the result of irregular and unplanned urbanization became more apparent to the late 1960s. For this reason, it seemed that the inadequacies of the early 60s were on the way to dissolve towards the end of the '60s.

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