

An Uncompleted Attempt at the End of the Nineteenth Century: The Shipping Company of Sakarya River

Ömer Karaoğlu¹

Abstract: XVIIth century and next periods were the years of the expansion of commercial capitalism by means of shipping trade. The activity of west in Mediterranean trade along the line a series of developments which constricted the Ottoman domination. At the beginning of the XIXth century, it was seen the expansion in foreign trade and financial dependence conjunction with the process of integration with western economies. In this process, the western countries experienced the significant improvements in the ship technology and sea transporting. The steamships moved to a new phase the superiority of western capitalism. The Ottoman State tried to develop the resistance by reforms in this new process. It was intended to improve the water resources of Anatolia and also to prevent damage to agricultural lands in accordance with the Tanzimat reforms. It was realised the public services in order to get benefit of the rivers to contribute to the national economy. The river transporting failed mostly. The old shipping technology was dependent on the wind directions. It could be done the transportation on the rivers such as Euphrates, Tigris, Nile and Danube. The shipping company of Sakarya river was aborted attempt in Ottoman territory. It was given the concession for this initiative that was started towards the end of Abdulaziz I (1861-1876) period but it was not ready for operating activities in the legal term. This study is the subject of this unfinished experiment.

Keywords: River Transporting, Sakarya River, Agreement of Concession, Nafia.

1. Assoc. Prof. Ömer Karaoğlu, Sakarya University, Faculty of Political Sciences, Department of Economics.

1. Introduction

The idea of connecting with the Sakarya River and the line of Sapanca Lake - İzmit Gulf was a project which came up repeatedly throughout the Ottoman history. It was started to work several times but could not be achieved. On the other hand, it is seen as an initiative which was started about transshipment and passenger transporting on the Sakarya River in the last quarter of the 19th. In this study, we took it as about a shipping company on Sakarya river which had a purpose of benefiting from inland waters in the mainland's of Ottoman by 1870's.

As mentioned above, the idea of combining the Sakarya river-Sapanca Lake - İzmit Gulf waterlines was an attempt that the Ottoman state put it on the agenda for seven times starting from the classical period. In Kanuni period, this project was tried just as politics for Iran and Caucasia. Under Selim II, Sokullu Mehmet Pasha, assigned Mimar Sinan in 1570 on this subject, although the channel was dug up to 15 km. it was abandoned due to war. In 1589, Kapdan - Admiral Sinan Pasha, attempted again during his second Grand Vizier period. For this business, around 30 thousand cavalryman (Sipahi), masters and workers were employed, but he was prevented in 1591 by his opponents. (İpşirli, 2002: 138).

In the later of the same century, it was necessary to move plenty of product and fast on the purpose of fighting against inflation in Istanbul which was particularly raised from the shortness of firewood. Evliya Çelebi said about an attempt that was made in this period: "...Sakarya River to Sapanca Lake can be transferred with a little effort. Architects and thousands workers with their diggings were employed for connecting this lake to İzmit Gulf. İzmit people also said excessive treasury and a life as Noah's for this work so they prevented the achievement of attempt due to dalliance". In Mustafa III period, it was an unsuccessful attempt. Cretan Ahmed Efendi began the excavation at-

tempts around the lake Sapanca in 1764 but returned, In the period of Mahmut II, Hacı Ahmed Aziz established a research team for a similar attempt around Sakarya in 1813 (Konukçu, 2005: 330-336).

Our concern is another project that related to transportation on the Sakarya River in the late of Ottoman period.

2. Sakarya River

The start of the Sakarya River, near the town of Eskisehir - Çifteler from Balat plateau which belongs to Afyon. The length of river with the arms is 824 km. It's the third longest river of Turkey and it's the largest river northwest Anatolia's and in the east of Marmara. However, today its length is 720 km due to the drying some arms of it. The length of river in Sakarya is 159.5 km, Sakarya River varied in terms of arms, regime and riverbed throughout history. After Osmaneli, it takes the Göksu which flows to plains of İnegöl and Yenişehir and it reaches to Pamukova. Flowing through the Geyve throat it passes from east of Sakarya Centrum. It takes Mudurnu stream and Çark stream, disembogues to Black sea from Yenimahalle location. (Sakarya Valiliği Raporu, 2011: 18).

It is known that the river faced many floods and the surrounding lands were affected because of rainfall. It was remarked that some swamps and illnesses occurred after these floods.

3. Ottoman River Transporting, Tanzimat Reforms and the Concessions

River transportation has some advantages in the issues such as cost of fuel and transportation, human power and road security. On the other hand, this type of transportation has some disadvantages such as low speed, capacity, delivering to interior regions and necessity for additional transportation.

In the 18th Ottoman society, the transitions above the rivers was

carrying out by boats of waqfs, and boats which provides income for public servants or by river navy which used for military purposes. Both military ships and private ships were carrying goods. While the metals were being transformed to Bagdat and Basra destination, they were being carried with camels from Haleb to Bilecik, and from this place to the other locations with river ships. Wrecked riverbeds due to rainfalls were needed struggle for a long time for reclamation. (Özkaya, 2008: 96-97).

In 19th century within the II. Mahmud period, it was asked for Hadji Ahmed Aziz Bey, “there should be discovering and research team for transporting woods, rations, timber for Hazine-i Amire etc. by integration Sakarya river with lake.” (Konukçu, 2005: 336).

In accordance with edict in the Tanzimat period, there were actualized new institutional-bureaucratic adjustments, and new juristically texts were created by both legalization activities and quotation from foreign countries. Various laws and regulations legislated about economic and fiscal policy arrangements. It was formed some new ministries such as Internal affairs, Ministry of Finance, Education, Trade and Public Works (Nafiah) and reforming attempts were practiced via these institutions. Meclis-i Vala -established within II. Mahmut period and has tasks such as preparing bylaw, regulations, overseeing administrative legality and appealing judicial decisions- was removed and Şura-yı Devlet was established. One of five different departments of this institution which answers the questions of Sultan and ministers and is decision-maker in administrative affairs has been Nafia Department. (Ortaylı, 2010: 418-419).

The permission which was given to person or institution in scope of transportation, infrastructure, industry, mining, banking and insurance is named “imtiyaz”. Mostly, this permission was given for domestic non-Muslims or foreign people and was formalized with a contract by government (İnalçık, 2000: 22/251)

Nafia Ministry was realizing future-oriented plans and practices in the field of reconstruction and public services. From 1820 onwards it was started to benefit the use of steam technology (Tekeli ve İlkin, 1993: 31,37) It is seen that with Tanzimat reforms, there were been occurred some attempts in order to make the river and ports suitable and reclamation works for trip (Küçük, 2015: 42).

In the same period. preparations for the law report was made about removing obstacles and construction of mill wheels to prevent floods on the rivers in the country. It is made the rivers reclamation works for local transportation, agricultural irrigation and developing resettlement (Küçük, 2015: 44). For instance, Mudurnu stream was overflowing and damaging around. When it reach the Sakarya river, it was causing to raise the level of Sakarya river, thus surrounding forest and land was being turned into lake, and the transportation was providing only with boats. Also, these places were being transformed into swamp in Spring. Therefore, it was an attempt which cares about cleaning the Mudurnu stream, building sets to prevent flood, and opening canals to dry lakes, swamps and wooded areas which meet floods (Öztürk, 2010: 303).

In this period, the new technology of steamship was affecting the speed and capacity of transportation, and was reducing costs and travel time in comparison with sailing ships. A three-months travel with sailing ship due to the reverse winds could be reduced to a week with steamship (Quataert, 2004: 919). Generally in 1800's, the goods and passenger transportation was being made by small sailing ships. The appearance of steamships was after the year of 1820. In late 1840, Britain began to operate the steamships in Red Sea, and other Western states did the same in Mediterranean Sea and Black Sea. The first Britain steamship arrived at the Ottoman coasts in 1828. In the following Tanzimat period, the number of steamships increased and took the place of sailingships. However, working of steamships was failed ex-

cept in Tigris, Fırat, and Tuna rivers (Ekinci, 2006: 44, 54)

In Tanzimat period, there was a remarkable effort of foreign for establishing steamship companies are conspicuous. In late 1830's, the cruises began for carrying goods to Basra and Bagdat throughout Euphrates and Dicle River. In Balkans, it is recorded that there was transportation activities along Tunca, Meric and Arda rivers (Quaert, 2004: 920-921). Euphrates, Tigris, Nile and Danube rivers were deemed suitable for river transporting because of water level, regime etc. Also, the Nile River was accepted the most appropriate in point of mercantile river transportation (İnalçık, 2004: 610).

Also it was stated that there were transporting activities in a line which connects Keltik - Kızılırmak Rivers with Bafra by float along river downstream (Küçük, 2015: 50). In 1848 a project was prepared by Ottoman mine manager relating to transportation and irrigation over Kızılırmak.

Nevertheless it is claimed that the European made ships are not efficient in Ottoman rivers due to inappropriate climate, flow regime, and structure of riverbeds.

The Ottoman State invited Hawg -the British commander- in 1855, and requested a report about some rivers in accordance with Tanzimat reforms. The Agriculture Council which is one of established councils in Tanzimat period placed some issues on the agenda such as road construction, opening rivers to transportation and infrastructure investments (Küçük, 2015. 48, 52).

In the period of Abdulhamit II, there were investigations about transportation of timbers, woods, coals and foods. Shortage in supply was increasing prices in Istanbul when Adapazarı - İzmit route is closed. It was possible to make round trip with boats and sailboats up to estuary of Sakarya River for people who live on the Coast of Sakarya River. The river was being subject of flood due to rainfall and was spreading out Adapazarı plain (Konukçu, 2005: 663).

4. The Shipping Company on the Sakarya River

On September 28, 1871, Doctor Dimitraki Aleksiyadis who was Greek origin received a concession with a Sultan's rescript in order to operate the ships on the Sakarya River. Although it said to be 30 years of the concession contract, in later periods it said to be 40 years and was attempted to establish a joint-stock company to operate the ships on Sakarya River by Aleksiyadis. Company center and the official address will be in Istanbul (IMMS.5706; article: 1-3 and DVN: 141/7).

The report contains regulations regarding the structure and operation of the company in the concession contract was presented to the government within 10 months from the date of contract. It was told it would be given the acceptance or refusal from this date within a period of up to 1.5 months. Aleksiyadis gave information to Ministry of Commerce in this way with a report about the company which founded in London. This report was transferred to the Council of State (Şura-yı Devlet), it was discussed in Reforms Office. When analyzed report it was noticed that some do not comply with contract issues. It was requested changes in contract and It was decided to send to Ministry of Commerce after these corrections (IMMS: 5706). In accordance with the concession given in 1871, it was recognized for three years for river cleaning work. It noted that the concession be canceled. It was expressed to the termination of the concession if the company not reported to state and received approval which started to transport goods and passengers from the sea up to Balaban on Sakarya River. The company where reached places in seven years will be accepted as a concession area (DVN: 141/7).

5. About the Company Activities

In agreement it was expressed that intended sale and rental for shipping and transportation with steamboats, sailing boats, trailers, rafts

and barges on Sakarya River. The company would not damage the bridges over the river. The company would be authorized to raise the bridges in necessity, in addition to that it would be authorized to carry out activities related to the improvement of the river but it would not be able to bend on the river unless by special permission. The passengers, commodities and goods, horses, sheep and similar animals could be transported. The company would notify the navigation program and the freight charges to the government before starting of transporting activities. All ships would be having Ottoman flags.

The company would buy the coals and required materials to operate the ships. If mines in bordered fields based on the agreement, it would be able to produce and extract them from the ground in accordance with the mining laws and submitting of petition (İMMS. 5706, article: 3/5).

The company would be able to do wood trade in accordance with the forest laws and to buy goods, animals and transporting cars etc. (article: 3 / 6-7).

It would be able to build a pool and a small port on the ways and channels of river where pointed in the contract (İMMS. 5706: article 3/8). The company would be able to build the waiting rooms for passengers and stores for goods and properties (article 3/9).

6. Legal Status of Company

The company was subject to Ottoman laws, also Ottoman courts are authorized in case of disputes between the state and the company (article: 4). According to the agreement that was signed in 1872, the concession could not be transferred to another person or company, also it could not be sold (article 3/10-11). The company was subject to provisions of stamping regulation in all transactions of company. The shareholders would be limited in terms of responsibility. The provisions of regulation which were prepared about companies in

Britain (1862) would not be valid for the above mentioned company. Alternatively the internal regulations would be applied as follows (article: 5).

7. Corporate Charter

The corporate charter which was written on Teşrinisani 23, 1290 with the seal of the State Council (Şura-yı Devlet) contains 135 articles. Generally, the issues in this document as follows: [a] The name of company, period of concession agreement and area of activity. [b] Internal regulations of company. [c] Capital, share sales and share transfer. [d] Structures of general and management boards, duties and power. [e] Dividends to shareholders. [f] Notices and announcement of the company. [g] Company accounting. [h] Dissolution of the company, obligations and adjudicatory procedures.

It would be applied for company the rules of concession which were written in document on September 28, 1971. The head office of company would be in Istanbul and it could open a branch in London (article: 4).

All ships would have to be a flug of Ottoman (article: 4-5).

8. Capital of Company and Sale of Shares

The capital of company was 1 million British Sterling which corresponds to 1 million and 100 thousand Ottoman gold's. According to the agreement the company would issue 100 thousand share certificate, and each shares' value would be equal to 10 Liras (11.5 Ottoman gold's). Also the company would be able to get into debt before going public on condition that it could not exceed one third of capital. The debt would be paid by share sales (article: 6)

The company would be accepted as founded even if the shares couldn't be issued and / or sold. It would be able to start for operating when one-tenth of capital was paid (article: 3).

In case of existing unsold or delinquent shares, the Managing Board (Yönetim Kurulu) was authorized -supposing that it confirmed by General Board and government- to issue new share certificate for capital contribution without privilege and price difference (article: 7).

New shares would be given to ex-shareholders unless the contrary has been decided by the General Board. More explicitly, the quantities of new shares would be notified in written to ex-share holders. If new shares aren't purchased or refused in a given time, the Managing Board would be authorized to float these shares in behalf of company. However, in the event of equivalence problem with the quantities of ex-shares or disagreement over distribution, and an equalizer solution would be sought with the optimal decision (article: 8).

Although some partners would pull out of joint shares which were bought together, dividends or interest payments of share holders would not be damaged (article: 11).

The company does not approve the transaction formally that one's property on particular part of share, but one's single-handed property or wholly-owned shares on joint account (article: 12).

The company would be entitled to take a stamped share warrant (ilmühaber) that shows each share owned by paying 5.5 guruş tax -or any tax rate that the General Board consider it appropriate-. The money paid for shares would be registered to chief clerk. In case of losing the share, it could be renewed providing that its tax was paid the tax and the share warrant was submitted. Also the subscription right of company has priority for suchlike shares (article: 13-14).

The shareholders who didn't inform the company about their names, titles and residences, they would not have a right to get dividend yield and voting until give the required information's (article: 16).

The Managing Board was authorized to postpone, distribute or issuance of some part of shares (article: 17).

An announcement would be made in districts those in the coastal

area Istanbul, İzmit and Sakarya River at least 3 months before the shares put on the market (article: 18).

The Managing Board was authorized to demand for money as occasions requires on account of share price. There would be an announcement for shareholders about the adjustment of installments 21 days before the payment, also the place, time and pay of installment would be informed (article: 19). In case of exceeding the time limit of payment -21 days- would be a ten percent annual interest and the shareholders would not demand dividends (article: 20).

The share price might be paid early money. The managing board would be given up to six percent interest for them. In case of early payment, they could not make a claim other than the corresponding to shares which were paid (article: 21).

9. Shares Transfer and Inheriting the Shares

If the shareholder wants he could be transfer his share to another. The form of transfer would be itemized in a stock transfer book. The transferor and assign would be present during the conveyancing. The transferor should be considered as owner until registering the assign. The previous script would be received and archived. He would pay as a registration fee 5.5 guruş (1 shilling) for this transaction. The management board must have refrain from transferring the shares to another people whose liability company. The shares issued for some special rights holders would be considered fully paid and would not demand money for it. In case of winding up the company, it would be treated for these as people who would pay dividend. The stock transfer book would be closed fourteen days before the date of general meeting. In case of an application after closing the book, the general board would put on the agenda after the meeting (article: 22-29). If the one of the shareholders dies, the executors, successors and guardians would be accepted as a shareholder (article: 30).

10. Postponement of Share Payments

In the postponement of installments, it would be required to pay the annual interest and late fees which would not exceed ten percent. If the payment was not made it would be confiscated shares. If the related shares put up for sale, first of all, it would be pronounced to ex-shareholder and this case would be registered. If the interest for delay and charges paid, the managing board is authorized to return the shares (article: 34-35).

The selling of shares, transferring or using in any other way would be approved with managing board approval due to accept the confiscated share as a company's good. The owners of the confiscated shares were obliged to pay in installments until the date of confiscation (article: 36-37).

11. Conversion of Shares into the Capital Stock

The conversion of shares which was paid all price would be under the authority of managing board with confirmation of general board. The transferring of such shares would be performed according to the operative provisions or so on (article: 43-44).

12. Meetings of the General Board and Managing Board

The general board meets compromising not to exceed four months starting from the date of establishment with the approval of the managing board and compromising once a year in Istanbul or London. Furthermore If necessary, an extraordinary meeting could be made except ordinary meetings (article: 46-47).

The general board makes an extraordinary meeting if directors deems necessary or the equivalent to one quarter of company members of two thousand of them have sold shares want it (code: 48). The requested to be discussed agendas information must be submit-

ted to board of directors. The Board does not make it in time for 21 days, petitioners may call the general meeting with mentioned proportions (article: 50).

The managing board chaired by the general board and decision was taken by voting procedure. If equivalence voting, determines the result of the vote of the president. The meeting was registered by signature of president and first secretary (article: 60-62).

13. General Meeting and Voting Method

The general board was authorized in all written in the contract about company benefits. After distribution of shares, it could make changes, additions and regulations on agreement with the alliance of three-quarters of the shareholders. However it depends on government approval their acceptance or rejection (article: 63-65).

People who registered three months before the meeting in the shareholders-book could vote. People who own shares up to the number five could use one vote, having from 5 to 50 one vote for every 5 shares, more than 50 shares one vote for every 10 shares. People who could not afford that because of mental or similar defects, instead of them the guardians could use to vote. One or more of the shares which have together, previously registered of them uses vote. Who did not pay their overdue installments, no right to use their vote (article: 65-69).

14. Managing Board

Managing board would be in Istanbul. Their numbers would be between 5 and 14. The salary of member would be 5500 Ottoman gold (5000 British Sterling) (article: 72-75).

In May 11, 1872 founders agreed on transferring the concession to the company from Aleksiyadis, paying the costs of establishing from the company's capital and giving the share which not to exceed five

percent to moneychangers and others who provide all or a portion of the capital. The founders were Aleksiyadis, Stephan Baronet, Josef Borova, Jean P. Çird (?), and William Henry Smith. The decisions of management directors in accordance with the statute could not be canceled with general board decisions. The founders seal the contract by company seal and directors were authorized in employing the permanent and temporary workers, officers and servants in İstanbul, London and near the Sakarya River. Additionally were authorized in assignments and substitutions. Board of directors have the authority to represent in Ottoman courts and salaries, the purchase, leasing, insurance, agreements, commitments and such. Company director and chief secretary was authorized to sign for received. Payments (article: 76-78).

In signing paperwork's it must have be order of directors or presence of two members also signature of the company's first secretary (article: 86).

Board of directory's duty was to give or entrust to the company moneychangers the documents and the company's cash and other assets. Money-changers would register these information's at accounts which opened in the name of the company (article: 86-87).

If one of directors leaves the partnership, falls into insolvency or bankruptcy or if makes special agreements with creditors, All of these were the causes of the resignation. Resignations reported one month ago and would end with the approval of the managing board (article: 82).

Managing board would serve until the date of the first general meeting. Members at the meetings would be held each year; one third of directors would be changed. If this number was not complete it would be removed by calculating the approximate number so new members would be elected to replace members removed.

If the general board remains undecided would be applied random drawing method and task ended member would be re-elected. New

candidates would be required to directory three months ago or at least ten days ago. If you do not perform election it would be remake at the same day a week later. If this not realized the election would be held again next year. General board may increase the number of board members. General board might replace the members and choose to vacancies (article: 85-92).

The details listed in the contract which were items about operations of directory board, committee assignments, meeting proceedings, documents and records, made available two seals etc. (article: 93-101).

15. Profit Distribution and Reserve Capital

In the rest of contract it seems some items related to the company's dividends and reserve fund. Managing board would distribute dividends from company's profits with the approval of the general board. The accounting books would be kept in the center. A report would be prepared showing profits and expenses last year covering up to 3 months before the general board meeting. A balance-book (Muvazannah) would be presented showing the company's assets and debts every year (article: 111-113).

An approved reserve capital and not exceed a quarter of the revenue would be set aside from annual company activities before profit distribution. Managing board would be authorized to reduce this amount and to increase the amount distributed to shareholders. The dividends which were not taken within five years would be considered company's property (article: 104-107).

16. Internal Control of the Company, Correspondences and Announcements

Company accounting years should be checked at least once. The inspectors would be elected by the general board in this work would be

on duty who except shareholders from board members or officers. The salaries of elected inspectors would be determined by managing board in first time after these would be elected by general board (article: 116-120).

Company correspondences would be delivered by hand to the people or mailing. Details regarding this issue were written in the later part of the contract. The company would be announced by “Takvim-i Ticaret” in Istanbul, one or several newspapers published in locations of the Sakarya river and one of London newspapers (article: 127-131).

17. Bankruptcy and Dissolution of the Company

The last part of the contract, the company’s dissolution is related to the courts and compensations. In the event of losing two-thirds of main capital, the general board would be decided on the company’s bankruptcy with general board’s proposal. The last managing board and a joint committee was created by the general board would keep the account of dissolution according to regulations.

If it found to be at fault responsible so amount of this fault would be reimbursed their share of them while the company loss was compensated (article: 132-133).

In all cases and disputes that might arise between the concession owners or shareholders and Ottoman state would be authorized courts of Ottoman State in accordance with the provisions of fourth code in the contract of concession. As stated previously, the company was subject to provisions of stamping regulation in all transactions of company (article: 134-135).

18. The Disruption of Attempt:

Ask For More Time and Decision for Dissolution

It is understood that the company failed to perform the provisions of the contract after the concession that was received from the state.

Aleksiyadis faced with the cancellation of the concession agreement by the government as he failed to fulfill his commitments on time. The concessionaire started preparations and he presented a report that includes bylaws of the company to the government within ten months from the agreement date. Thereafter, it was understood (in the Council of the State) that some cases which was not in compliance with the agreement. As a result, some corrections were made (IMMS: 5706).

The time ran out of for the concessionaire due to the floods in Sakarya River, the war with Russia and the difficulties of working in the field. The concessionaire felt the need to extend the period up to one year. The officials of the Council of Public Works (Nafiah) stated that there was nothing to be done as the work was not started on time. Therefore, it was decided to terminate the concession.

Aleksiyadis requested a postponement of the decision by (taking into account) complaining (the) restrictive effect of the Ottoman-Russian war. His petition which was dated on Rebiulevvel 28 1295 referred to Council of State (Shura) and discussed in the Ministry of Public Works (Nafiah). He said that one of the reasons for delaying the work was the conditions of war which were coincided with the extended time. This excuse of Aleksiyadis was discussed on the agenda. (He requested recalculation of 10.5 months which passed between the outbreak of the war and the Ayastefanos Treaty In other words, he wanted to subtract the time which passed from commencement of the war to the Ayastefanos treaty. The delegation of the Ministry of Public Works stated that the concessionaire was in difficulty to find in war conditions and as there wasn't anybody apart from Aleksiyadis who are willing to do the business, it expressed the view that it would be appropriate to renew the concession (YEE: 78/99).

However, there existed no document which stated reversion the decision or renewing the concession. It would seem that the entrepreneur gave up as it was stated that his excuse would not be accepted.

19. Conclusion

Attempts to operate ships in the ottoman lands failed apart from in Fırat, Dicle, Nil and Tuna Rivers. In 1870, Dimitraki Aleksiyadis who was an Ottoman citizen of Greek origin attempted to transport freight and passenger along the Sakarya River. The project could not be finished on time though he received a concession from the state to establish a company and search capital. One of the reasons of the failure is the difficulty of the investments in making the river ready for transportation. Apart from this, restrictive roles of river regime, rain and floods and the war with Russia should be mentioned.

In the following period, the state would follow policies for the railway construction therefore inland waterways transporting would be sidelined.

Finally the road haulage would gain importance in the Republican period and aforementioned projects would lose their importance. These projects could not be put into practice though they were put one again in the agenda in 1965, 1976 and finally in 1998.

Özet: XVII. yüzyıl ve izleyen dönemler, deniz ticareti yoluyla ticari kapitalizmin genişlediği yıllardı. Osmanlı egemenliğini sarsan bir dizi gelişme yaşanırken Akdeniz ticaretinde batı etkinliği arttı. XIX. yüzyılın başlarından itibaren batı ekonomileriyle bütünleşme ile birlikte dış ticaretin ve mali bağımlılığın genişlediği görüldü Bu süreçte batı ülkeleri, deniz ulaşımı ve gemi teknolojinde önemli gelişmeler yaşadı. Buharlı gemiler, batı üstünlüğünü kapitalizmde yeni bir evreye taşıdı. Osmanlı Devleti, reformlarla bu yeni süreçte direnç geliştirmeye çalıştı. Tanzimat reformları çerçevesinde Anadolu'nun su kaynaklarının ıslahı ve tarımsal topraklara zararlarının engellenmesi amaçlandı. Ülke ekonomisine katkı sağlamak amacıyla bu nehirlerden yararlanma amaçlı bayındırlık hizmetleri gerçekleştirildi. Nehir taşımacılığı çoğu

kere başarısızlıkla sonuçlandı. Eski gemi teknolojisi rüzgâra bağımlıydı. Fırat, Dicle, Nil ve Tuna gibi nehirlerde taşımacılık yapılabilmekteydi. Sakarya nehri gemi işletmeciliği, Osmanlı ülkesinde yarım kalan girişimler arasında idi. I. Abdülaziz (1861-1876) döneminin sonlarına doğru gerçekleşen bu girişim için bir imtiyaz verilmiş ancak yasal süre içinde işletme faaliyete hazır hale getirilememişti. Bu çalışma bu yarım kalan deneyimi konu almaktadır.

Anahtar Kelimeler: Nehir Taşımacılığı, Sakarya Nehri, İmtiyaz Sözleşmesi, Nafia

APPENDIX

I. A Part of the Corporate Charter:

Sakarya nehrinde imtiyaz ile vapur işletmek şirket-i mahdudesi mukavele senedir.

Birinci madde Sakarya nehrinde vapur işletmek şirket-i mahdudesi namıyla bir şirket teşkil olunmuştur.

İkinci madde şirketin merkez ve ikametgah-ı resmisi Dersaadetde bulunacaktır

Üçüncü madde şirketin muamelatı hususat-ı atiyeden ibaretdir. Şöyle ki şirket evvela teb'a-i devlet-i aliyyeden doktor Dimitraki Aleksiyadise kırk sene müddetle imtiyaz verildiğini mütezammın bin sekiz yüz yetmiş bir sene-i miladiyyesi eylülünde yirmi sekiz tarihiyle şeref-sadır olan ferman-ı ali ile imtiyaz mukavelenamesi ahkâmını icra eyleyecektir. Saniyen Sakarya nehrinde nakliyat için nizamât-ı tahririyyeye tevfiikan gerek vapur ve gerek yelken sefaini ve römorkörlüğü sefine çekmeye mahsus vapur ve sal ve mavnalar iştira ve isti'car eyleyecektir. Salisen sefinelerin işletdirilmesi için kömür ve levazimat-ı muktaziyye mubayaa idecektir. Rabian naklideceği yolcular ile emtia ve eşyadan ve bargir ve ağnam ve sair hayvanatdan alınacak ücret-i nakliyeiçün imtiyaz mukavelenamesi ahkâmına tev-

fikan tanzim olunacak ücret-i nakliye tarifesi evvelemerde saltanat-ı seniyyeye arz u takdim idilecek ve tasdik buyurılacağı halde hükmü mer'i olacaktır. Hamisen imtiyaz mukavelenamesinde hududu gösterilen arazide keşfideceği maadinin i'mal ve ihracını istid'a eylediği halde maadin nizamnamesi ahkâmına tevfikan deruhde idebilecektir. sadisen orman nizamnamesi ahkâmına tevfikan sairleri gibi hatab ticareti dahi idebilecektir. Sabian nakl-i eşya için araba ve öküz ve bargir mubayaa eyleyecektir. Saminen imtiyaz mukavelenamesinde gösterilen mahallerde yol ve kanallar ve Sakarya nehri boğazında bir havuz veyahut bir küçük liman tesis ve inşa idecektir. Tasian yolcuların ikameti ve emtia ve eşyanın vaz'ı için imtiyaz mukavelenamesinin dördüncü maddesine tevfikan ebniye-i lazıme inşa eyleyecektir.

...

II. Transcription of an Official Document

(Suret)

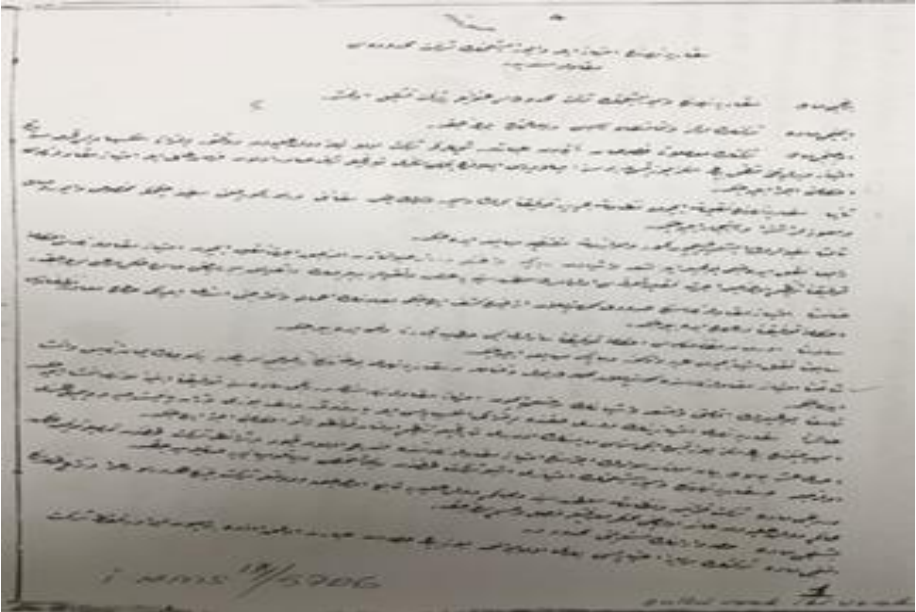
Atufetlu efendim hazretleri

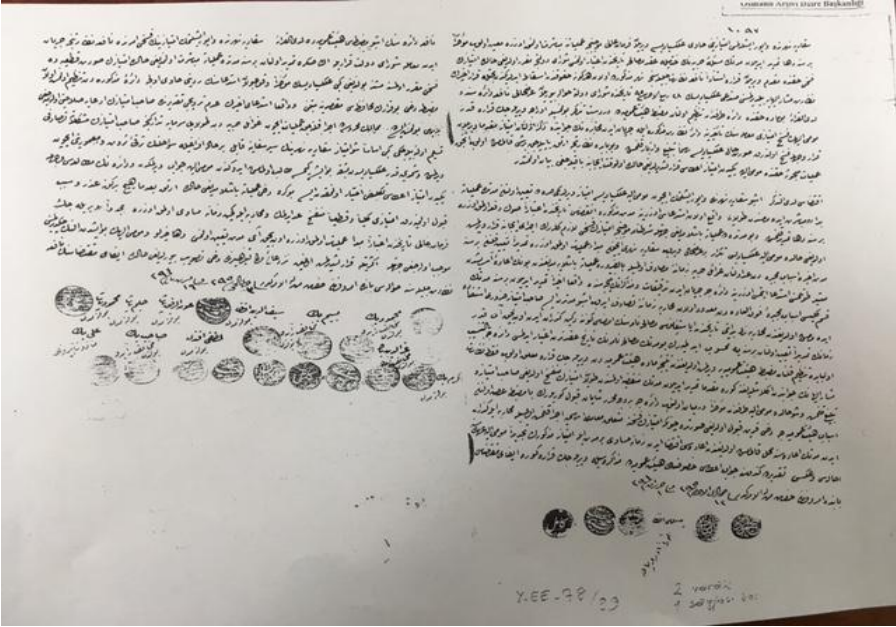
Teb'a-i devlet-i aliyyeden olub Sakarya nehrinde vapur işletmek imtiyazına nail olan doktor Dimitraki Aleksiyadisın Londrada teşkil eylediği anonim şirket hakkında vermiş olduğu layiha üzerine Şura-yı Devlet Tanzimat Dairesinden mukaddema tahkik ve ve hey'et-i umumiyesinden tasdik olunub mevki-i icraya verilen mazbata ol babda muahheren kaleme alınan tezkere ile ancak meşveretde lede'l mütalaa layiha-i mezkurede haric-ez-mukavelename bazı mevadd olduğundan münderecatının ana tevfiği zımında takımıyla şura-yı mezbure iade kılınmış idi. İşbu mevadd-ı gayr-ı muvafakatı ile imtiyaz-ı mebusun şirket tarafından ahar bir şahsa veya kumpanyaya satılmaması ve devletle şirket beyninde her türlü da'va ve niza' zuhurunda mehakim-i saltanat-ı seniyyeden aid olduğu mahkeme

marifetiylrfasl ü hall olunması ve şirketin merkez ve ikametgah-ı resmisi dersaadetde olacağından idare meclisi burada bulunub Londrada bir şubesi olması ve kaffe-i muamelatında damga nizamnamesine ittiba' eylemesi fıkraları ilave ve tenzil ve sair maddeleri iktizası veçhile tashih ve ta'dil olunarak bunlar sahib-i imtiyaza dahi bi't-tebliğ kabul itdirilmiş idüğü daire-i merkumeden bu def'a bamazbata ifade olunmuş ve keyfiyet tekrar meclis-i mahsusda dermeyan müzakere kılınarak tashihat ve tadilat-ı meşruhanın icab-ı hal ve maslahata muvafakatı cihetiyle mucibince ifa-yı mukteziyatı beyne-l huzar bi't-tasvib ve zikrolunan mazbata ve layiha arz ü takdim edilmiş ise de yine emr ü ferman isabet-nişan hazreti padişahi her ne vehile müteallik ve şeref-sudur buyrulur ise infaz-ı hükm-ü alisine itidar olınacağı beyanıyla tezkere-i senaveri terkim olundu efendim.

fi 12 recep 91

III. Examples of Document Copies





References

Books and Articles

Ekinci, İlhan (2006), “XIX. Yüzyılda Osmanlı Deniz Ticaretinde Değişim ve Tepkiler”, **Tarih İncelemeleri Dergisi**, December 2016, Volume XXI, Number 2, pp.35-76.

İnalçık, Halil (2000), **Osmanlı İmparatorluğu’nun Ekonomik ve Sosyal Tarihi** (Volume II), Ankara.

İpşirli, Mehmet (2002), “Koca Sinan Paşa”, in **İslam Ansiklopedisi** (Volume 26), İstanbul: İslam Araştırmaları Merkezi, pp.137-139.

Konukçu, Enver (2005), “Sapanca Gölünü İzmit Körfeziyle Birleştirme Çalışmaları”, in **Sakarya İli Tarihi** (Volume I), Adapazarı: Sakarya Üniversitesi Yayınları, No: 327-343.

Konukçu, Enver (2005), “Sakarya Nehri’nde Ulaşım İçin Vapur”, **Sakarya İli Tarihi**, Sakarya Üniversitesi Yayınları, Vol .I, pp.661-

672, Sakarya

Küçük, Levent (2015), “Tanzimat Döneminde Osmanlı Devletinin Nehirler ve Göller İle İlgili Yaptığı Bazı Düzenlemeler”, **Karadeniz Dergisi**, Summer 2015, Year 6, Number 26.

Ortaylı, İlber (2010), **Türkiye Teşkilat ve İdare Tarihi**, Ankara.

Öztürk, Said (2010), “19. Yüzyıldan 20. Yüzyıla İmar-ı Mülk Hedefinde Yeni Adımlar: Göl, Nehir ve Bataklıkların Islahı”, *in Birinci İktisat Tarihi Kongresi Tebliğleri - 2*, İstanbul: İTO Yayınları, Number 2010 / 67, pp.297-312,

Tekeli, İlhan ve Selim **İlkin** (1993), “Osmanlı İmparatorluğu’nda 19. Yüzyılın İkinci Yarısında Nafia Programları ve Teknoloji Gelişimi Üzerine”, *in Dünü ve Bugünüyle Toplum ve Ekonomi Dergisi*, İstanbul.

Ottoman Archive Documents of Prime Ministry

B. O. A. İMMS. No:5706 (Contract and three attachments)

B. O. A. DVN, Divan Kalemi-Sadaret; File Number:141/7

B. O. A. YEE. No:78/99 (1294)

Reports

Sakarya İli Çevre Durum Raporu (2011), T. C. Çevre ve Şehircilik Bakanlığı, Sakarya Valiliği Çevre ve Şehircilik İl Müdürlüğü, Sakarya.

Sakarya Nehri’nin Ulaşım ve Taşıma Amaçlı Kullanılabilirliği Raporu, Doğu Marmara Kalkınma Ajansı (1998), www.csb.gov.tr/db/ced/editordosya/sakarya_icdr2011.pdf,