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## LEVANTINE ECONOMIC LIFE IN PERA: THE CASE OF THE FOSCOLO FAMILY

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### ABSTRACT

This study examines the economic transformation of 19th century Istanbul through the example of the Levantine Foscolo family, with a particular focus on the Pera district. Originating from the Venetian aristocracy and later migrating to various parts of the Ottoman Empire, the Foscolo family participated in the changing dynamics of trade, law and social life in the 19th century. The research highlights how the family integrated into the local economy through professions such as merchants, artisans and financiers and contributed significantly to the development of Istanbul's Levantine business environment. It also examines the impact of industrialization, corporate law, and foreign capital on the business environment of the period, as well as how the Foscolos navigated these changes by establishing influential shipping and coal companies. By tracing the family's migration, professions and enterprises, this study sheds light on the transformation of Istanbul into a cosmopolitan center where East and West converged in both culture and commerce.

**Keywords:** Levantine, Economy, Pera, Steamship, Maritime, Company.

## PERA'DA LEVANTEN EKONOMİK YAŞAMI: FOSCOLO AİLESİ ÖRNEĞİ

### ÖZ

Bu çalışma, özellikle Pera bölgesine odaklanarak, 19. yüzyıl İstanbul'unun ekonomik dönüşümünü Levanten Foscolo ailesinin örneğinden incelemektedir. Venedik aristokrasisinden gelen ve daha sonra Osmanlı Devleti'nin çeşitli bölgelerine göç eden Foscolo ailesi, 19. yüzyılda değişen ticaret, hukuk ve sosyal yaşam dinamikleri içinde yer almıştır. Araştırma, ailenin tüccar, zanaatkar ve finansçı gibi meslekler aracılığıyla yerel ekonomiye nasıl entegre olduğunu ve İstanbul'un Levanten iş ortamının gelişimine önemli ölçüde katkıda bulunduğunu vurgulamaktadır. Çalışma ayrıca, sanayileşme, şirketler hukuku ve yabancı sermayenin dönemin iş ortamı üzerindeki

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etkisinin yanı sıra Foscolos'un etkili gemicilik ve kömür şirketleri kurarak bu değişimleri nasıl yönlendirdiğini de incelemektedir. Bu çalışma, ailenin göçünü, mesleklerini ve girişimlerini izleyerek, İstanbul'un Doğu ve Batı'nın hem kültür hem de ticarete birleştiği kozmopolit bir merkeze dönüşmesine ışık tutmaktadır.

**Anahtar Kelimeler:** Levanten, Ekonomi, Pera, Vapur, Denizcilik, Şirket.

## 1. INTRODUCTION

İstanbul was distinguished within the Ottoman Empire by its multicultural identity, symbolizing central authority after the 1453 conquest. Although significantly transformed into an Islamic capital, districts such as Galata and Pera retained their distinct foreign, non-Muslim, and European character, influenced primarily by longstanding Genoese autonomy and cultural diversity including Greek, Jewish, Turkish, and Italian communities (Çelik, 1993, pp. 22-23; İnalçık, 1994, pp. 353–355). Initially shaped by Ottoman architecture, these districts underwent substantial changes after 1535 with the establishment of the French embassy, followed by those of England, Venice, the Netherlands, Poland, and Denmark due to diplomatic restrictions within the walled city. This led to a concentration of Levantine, European, and non-Muslim populations, creating a distinctly European urban and architectural landscape by the late 19th century (İnalçık, 1994, pp. 353–355; Marmara, 2021, pp. 57–85).

Italian merchant families, primarily of Genoese origin, played key roles in the economic vitality of Galata and Pera, especially in maritime trade linking the Mediterranean and Black Sea (Fleet, 1999, pp. 122–126; Kilodziejczyk, 2007, pp. 125–139; Mantran, 2020, p. 56-60). In the 19th century, increased migration from Italy reshaped social dynamics, with affluent residences coexisting alongside crowded tenements. Galata developed into a major hub for international trade and finance, attracting European merchants, industrialists, and bankers. Between 1840 and 1900, roughly 100,000 non-Muslims settled in these districts, significantly influencing their cultural, economic, and architectural evolution (Shaw & Shaw, 2002, pp. 240–241). Consequently, Galata emerged as a vital financial center, and Pera's theaters, cafés, and arcades mirrored European urban culture, symbolizing İstanbul's synthesis of Eastern and Western influences (Ortaylı, 1996, pp. 306–307).

Within this cosmopolitan landscape, the Foscolo family serves as an exemplary case, illustrating the integration and influential role of Levantine communities in the economic and cultural transformation of Galata and Pera. The Foscolo family originated from Monselice Castle in Piemonte, relocating to Malamocco and later to Rialto, Venice, around 960 AD. Prominent in Venetian maritime trade and civic affairs, they contributed notably to the construction of the Church of San Marco di Boccalama in 1122 (Foscolos, 2024, pp. 1–3). Their documented lineage starts with Almora Foscolo (1252–1316), a member of the Venetian council. Following the Fourth Crusade,

Leonardo Foscolo established hereditary rule on Anafiya Island, lasting until 1296 (Foscolos, 2024, pp. 1–2). Andrea Foscolo served as ambassador to Constantinople in 1362, and his brother Francesco successfully negotiated a treaty between Venice and Byzantium in 1390 (Foscolos, 2024, pp. 20–29).

A separate branch settled in Crete during Venetian colonization, migrating later to Corfu following declining influence (Foscolos, 2024, pp. 13–15). The family further ascended in Venetian politics through Nicolo Foscolo (1358–1425) and his brother Andrea (1363–1438), who led military and diplomatic efforts against the Ottomans (Foscolos, 2024, pp. 33–43). In the 15th century, Andrea Foscolo engaged in significant peace negotiations with Sultan Mehmed II in 1446 (Foscolos, 2024, pp. 45–46).

Throughout the 16th and 17th centuries, the family continued to play influential roles in Venetian-Ottoman conflicts, notably under Andrea Foscolo (1450–1528), Marco Foscolo (1422–1504), and Leonardo Foscolo (1588–1666), achieving military distinction and holding diplomatic positions (Foscolos, 2024, pp. 56–98). Their prominence declined significantly after the fall of the Venetian Republic to Napoleon in 1797. Following Italian unification, family members were granted noble titles, with branches settling permanently in Italy, İzmir, and İstanbul (Foscolos, 2024, pp. 121–122; Lane, 1973, p. 23; Smith, 1997, p. 52). Before examining the events that led the Foscolo family to become part of İstanbul's elite in the 19th century, it is important to consider the development of Galata and Pera as financial and commercial centres.

## **2. Economic and Commercial Development in Pera During the 19th Century**

The advent of the Industrial Revolution in the 18th and 19th centuries marked a pivotal shift towards mechanized production processes and the emergence of large-scale factories. This industrial transformation necessitated substantial capital investments, which in turn accelerated the process of corporatization. The capitalist order in Western Europe was marked by a pronounced acceleration in capital accumulation, a phenomenon that was facilitated by the promotion of private ownership and entrepreneurship. It is evident that financial institutions have facilitated the capacity of entrepreneurs to engage in substantial investment activities, thereby contributing to the enhancement of corporate structures and resilience. While the corporatization process was led by countries such as England, France and Germany, legal frameworks were adapted accordingly, laying the foundation for modern corporate law. In this context, corporatization brought about not only an economic but also a social and legal transformation process. The widespread utilization of joint-stock companies played a pivotal role in facilitating the involvement of individual investors in major economic initiatives, thereby contributing to economic growth (Braudel, 1993, pp. 331-340).

In the 19th century, the Ottoman Empire underwent profound economic and social transformations as part of its broader engagement with Westernization. These changes, particularly within the framework of the Tanzimat Period reforms (1839-1876), created the groundwork for accelerating corporatization in the Ottoman economic structure. The economic developments witnessed in Western Europe, particularly the processes of industrialization and the emergence of a capitalist economic order, had a significant impact on the Ottoman economy. The expansion of trade relations with European powers brought a significant influx of foreign capital, and the Ottoman domestic market became increasingly integrated into the global economy. In this process, the Ottoman Commercial Code, enacted in 1850, provided a legal basis for the process of corporatization and encouraged the development of modern corporate structures. The increasing reliance on foreign borrowing by the Ottoman Empire resulted in a greater interconnection of Ottoman finance with international capital and financial institutions. The development of the banking system and the emergence of significant financial institutions, such as the Ottoman Bank, also led to an acceleration in the process of corporatization. This was particularly evident in sectors such as railroads, mining and transportation, where joint-stock companies were established with the partnership of both foreign and domestic capital (Pamuk, 1978, pp. 131-159).

The establishment of *Şirket-i Hayriye* in 1850 marked the inception of joint-stock company formation in the Ottoman Empire. By the end of the First World War in 1918, a total of 130 such companies had been founded. A significant proportion of these enterprises operated under foreign control, with their headquarters typically based in European cities and their Istanbul offices functioning merely as local branches. This pattern reflects the broader dynamic of foreign economic penetration into the Ottoman marketplace (Akkuş & Çakır, 2015, p. 191). The districts of Pera and Galata emerged as the epicenters of this wave of incorporation, serving as key nodes for the establishment of corporate offices and commercial activity within the capital.

Prior to the official abrogation of the capitulations on September 8<sup>th</sup>, 1914, foreign companies were permitted to operate within Ottoman territory without the need of direct authorization or approval from the Ottoman State. Although these entities held legal status as corporations, they were entitled to all the privileges granted to natural persons of foreign nationality under the capitulations, giving them a significant competitive advantage over domestic entrepreneurs (Yılmaz, 2021, p. 895). The capitulations conferred a broad range of privileges upon foreign merchants and companies operating in the Ottoman lands, including tax exemptions, legal prerogatives, and preferential treatment in customs matters. This dynamic precipitated an escalating reliance on foreign capital within the Ottoman economy, a trend that intensified notably from the 19th century onwards. Foreign companies were thus able to operate freely, act independently of Ottoman courts, and were entitled to be

tried in their own consular courts. Meanwhile, local merchants and companies were subject to burdensome taxes and bureaucratic obstacles from which foreign companies were exempt (Ekinci, 2006, pp. 85-86; Toprak, 1995, pp. 54-56;). If the Ottoman Empire failed to uphold the privileges granted under the capitulations, it risked diplomatic pressure from the relevant foreign powers (Ünver & Hulkiender, 2018, pp. 209-232).<sup>1</sup>

It is evident that Levantines played a substantial role in the establishment of a significant number of companies. The trans-Mediterranean networks maintained by Levantine families, the diversity of their business interests in the Levant and Western Europe, and their intense competition with British companies all underscore the central role of Levantine enterprise in the history of 19th-century capitalism. This role is comparable to the significance of Greek and Jewish trading networks in the Black Sea and the Mediterranean (Alff, 2018, p. 151). Indeed, the flexibility of these Levantine family firms rendered them both formidable competitors and potential partners for European capitalists. Levantine joint-stock companies played a pivotal role in shaping and expanding modern capitalist activity in the second half of the 19th century, largely due to their strong ties with multi-regional firms and global markets (Alff, 2018, p. 153). From the early 19th century onward, Levantine business families began to accumulate wealth at an accelerated pace. These companies leveraged their cultural affiliations with Europe to gain a competitive edge in the global market. At the same time, they often served as dragomans for local consular offices and members of the European Chambers of Commerce, thereby facilitating easier access to potential European business partners (Alff, 2018, p. 154).

During the period of intensive global trade dominated by Europe, Levantine companies both partnered with and competed against European firms, at times securing a dominant position within the European market. Following the ratification of the Anglo-Ottoman Treaty in 1838, trade between the two powers reached its peak in the final decades of the 19th century and the early years of the 20th century (Owen, 2004, p. 136).

The most significant sector underpinning the financial gains of Ottoman Levantines was finance, which experienced a notable surge from the 1850s onward. Short-term loans were secured from Europe in order to meet the credit demands of the state's modernization efforts during the 19th century. It is also documented that certain *sarrafs* occasionally provided personal financing to the sultan and high-ranking statesmen. As the influence of French merchants in Istanbul declined following the French Revolution, Istanbul's *sarrafs* began to exert greater influence over trade policy. As a result, a group of *sarrafs* emerged in the capital, marked by increasing international

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<sup>1</sup> A notable illustration of the application of diplomatic and military pressure by foreign states on the Ottoman Empire is furnished by the Lorondo-Tubini affair.

cooperation and growing expertise in financial affairs (Akyıldız, 2009, p. 164; Kazgan, 2005, p. 13; Pamuk, 2006, p. 34). The Galata Bankers formed a prominent group, comprising Levantines as well as Armenians, Greeks, and Jews. Galata thus retained its role as a central hub for credit, finance and trade transactions among Levantine communities engaged in commercial activities until the onset of the 20th century (Hoşgör, 2012, pp. 53-73). This group capitalized on price discrepancies among diverse coinage systems then in circulation, turning this into a highly profitable enterprise. The Levantines constituted the majority of this community and represented a continuation of the Genoese and Venetian merchant tradition that had long flourished in the Mediterranean. The Levantines primarily resided in Pera and its surrounding areas in İstanbul (Akyıldız, 2009, p. 163).

Conversely, the practice of craftsmanship by foreigners in the Ottoman Empire was not explicitly regulated by the capitulations and was, in general, a profession reserved for Ottoman subjects. The term “craftsmanship” here refers to the production of small handicrafts. In order to practice these trades, individuals were required to be affiliated with a guild, that is, to operate within the traditional guild system. These guilds were characterized by monopolistic structures and were generally closed to foreign participation. Nonetheless, exceptions existed; a limited number of foreigners were active in trades such as baking and operating taverns. Over time, a well-established tradition emerged among consulates in Istanbul, whereby consulate-run bakeries were founded to produce *francala* bread, catering specifically to consular needs. The Treaty of Balta Limanı in 1838, which granted the British extensive commercial rights, extended these privileges to include retail trade and, by extension, artisanship. Following the treaty’s ratification, individuals from various foreign nations who had been granted similar rights began to engage in trades previously reserved for local artisans. Consequently, bakeries and taverns operated by foreigners began to appear in many cities beyond Istanbul. After the abolition of the guild monopoly system in 1861, foreigners were legally permitted to work as artisans throughout Ottoman territory. Although the Ottoman administration occasionally issued treaty articles or notes asserting that commercial activities should remain exclusive to the local population, it ultimately failed to prevent the expansion of foreign involvement in this domain (Konan, 2007, p. 81).

The Foscolo family occupied a central position within the financial and commercial networks that defined Galata in the latter half of the nineteenth century, exemplifying the longstanding influence of Levantine actors in the Ottoman economy. Through both individual pursuits and the establishment of commercial enterprises, the Foscolos actively contributed to Galata’s emergence as a financial hub and to the shaping of its cosmopolitan character. This development was not abrupt; rather, it represented the continuation of a centuries-old legacy in finance and trade, sustained by successive generations of the Foscolo family.

### 3. Settlement of the Foscolo Family in Ottoman Lands

In the 18th and 19th centuries, a significant number of Latin families from the Aegean islands of Tinos, Syra, Chio, Naxos and Santorini settled in İstanbul and İzmir (Çelik, 2019, pp. 32-34). These individuals were either Catholics residing on the Aegean islands or the descendants of Italian settlers who had undergone a process of Hellenization. Notably, the population included a small number of Orthodox converts to Catholicism. The majority of the population spoke Greek, while Italian was no longer widely spoken on the islands. It is evident that, due to the historical legal privilege accorded to Catholics over Orthodox Christians, a negative attitude towards the Franks had been perpetuated among the Greek populace for centuries. This conflict frequently escalated into overt hostility during the 19th century (Schmitt, 2007, p. 139; Sperco, 1935, p. 12). The economic difficulties experienced on the island, in addition to the prevailing hostility amongst the Orthodox majority, resulted in a significant number of Catholics being compelled to seek exile in the major port cities (Schmitt, 2007, p. 139).

The migration movement that began in the 18th century reached its peak with the Greek uprising of 1821, during which the major ports of İzmir and İstanbul emerged as key hubs for Catholic islanders (Schmitt, 2007, p. 143). For instance, an analysis of the death records of the Latin church of Sainte-Marie Draperis in Constantinople from 1800 to 1855 reveals that 17.48% of the deceased originated from Tinos, 13.43% from Syra, and 2.18% from Chio, amounting to a total of 33.09% from these three islands (Marmara, 2012, pp. 111-112). Rinaldo Marmara, who revealed the baptismal records of the church on the island of Tinos between the years 1750-1850, also identified members of the Foscolo family. He identified members of the Foscolo family in the following villages: Agapi, Cazzarado, Xinara, Ktikado, Spilea and Xinara (Marmara, 2012, p. 239; Schmitt, 2007, p. 143; Sperco, 1935, p. 12). From the second half of the 19th century, the name Foscolo began to appear in the baptismal records of the Latin churches in İstanbul (Marmara, 2012, p. 239; Marmara, 2021, p. 190).

Following the end of Venetian rule in 1797, Leonardo Foscolo (1765–1829), a member of the San Stefano branch of the Foscolo family, relocated to İzmir. Over time, the family became one of the city's most prominent foreign households. In 1878, Leonardo's son Nicolo Foscolo (1818–1878), together with his eldest son Antonio and in partnership with Anthony Mango, established the Foscolo-Mango Steamship Company in İstanbul. Nicolo's other son, Giovanni Foscolo (1839–1900), was employed by the family business in İzmir. Meanwhile, Paolo Foscolo (1840–1918), another son, inherited a substantial estate in Seydiköy, south of İzmir. The entire family eventually settled in Seydiköy (Foscolos, 2024, pp. 123-127).

The Foscolo family's roots lie in Venice, with one branch settling in the Aegean Islands before eventually migrating to Kavala. The family

patriarch, Petro Foscolo, was born in Kavala, while his father had been born on the island of Tinos. During their time on Tinos—then under Austrian protection—the family acquired Austrian nationality. Later, following the incorporation of Venice into Italy in 1866, they also sought Italian citizenship. Claiming that their commercial activities had been disrupted by the political changes, they appealed to the Italian Embassy for assistance (Başkanlık Osmanlı Arşivi, [BOA], HR.TH 113-31, 1891, October 8, p. 3). On the other hand, not all members of the family chose the same citizenship. For example, Luigi Foscolo, who had been residing in İstanbul since 1857 and was also from the island of Tinos, was a Greek citizen (BOA, HR.UHM 215-29, 1869, February 5, p. 3). Anna Foscolo, Carmella Antoinette Foscolo, Jeanne Foscolo and Virginie Foscolo were French citizens (Coussaud, 2005, p. 301).

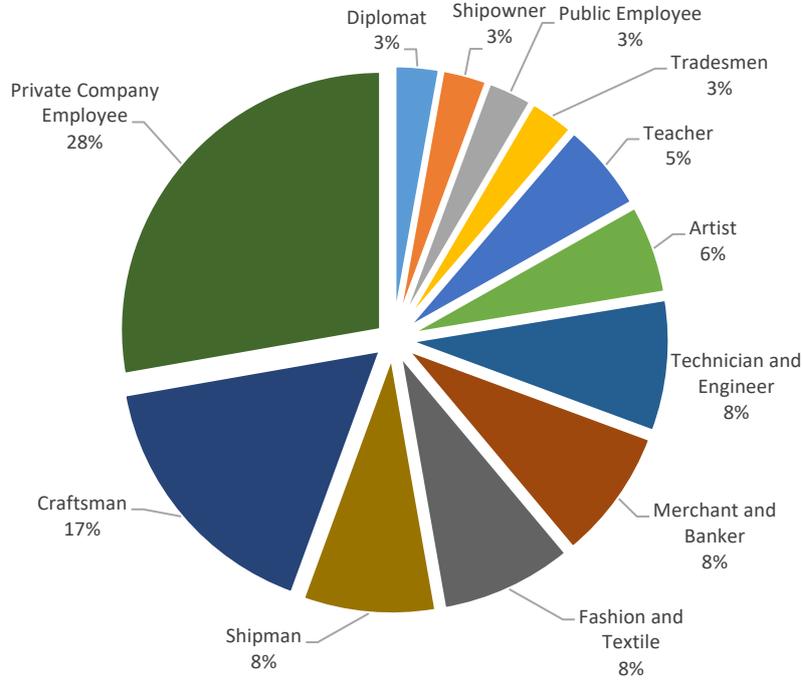
#### **4. The Foscolo Family in Business and Economic Life: Their Careers in İstanbul**

##### **4.1. Occupational Distribution of Foscolos**

In the final quarter of the 19th century, the Foscolo family became active in several sectors of İstanbul's business world. The first family member known to have entered the city's commercial life was Luigi Foscolo. Born in Kavala, he moved to İstanbul in 1857, where he began engaging in various business ventures (BOA, HR.UHM 215-29, 1869, February 5, p. 3). The *Annuaire Oriental* provides insight into the occupations of the Foscolo family in İstanbul beginning in 1868. That year, François Foscolo is listed as a music teacher, while Nicolas Foscolo appears as a blacksmith—the earliest known records of the family's professional presence in the city (*Annuaire Oriental*, 1868-69, p. 222). The graph below shows the occupational distribution of Foscolo family members in İstanbul's business and economic life starting from 1868 until 1921.<sup>2</sup>

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<sup>2</sup> A detailed presentation of the data used in the graph is presented in Annex-1.



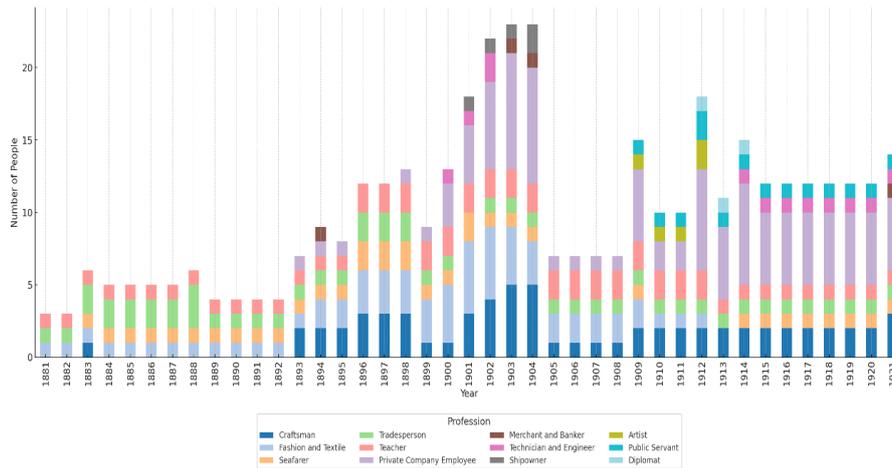
**Figure 1: Occupational Distribution of Foscolos**

The pie chart illustrating the occupational distribution within the Foscolo family demonstrates a marked predominance of employment in the private sector, particularly in the domains of craftsmanship, trade, and banking. This distribution underscores the family's strong economic orientation towards commercial and financial enterprises, which is reflective of broader historical trends observed in the Levantine community during this era. The notable presence of artisans within the Foscolo family underscores a long-standing commitment to traditional manufacturing and handicrafts, suggesting a profound and sustained transmission of skills and expertise across generations. This phenomenon aligns with the Levantine economic tradition, where familial networks have been identified as a facilitator of both the preservation and advancement of specialised trades and crafts.

Furthermore, the notable representation of merchants and bankers within the family is indicative of the Foscolos' active participation in the broader financial networks established in Pera, Galata, and other economic hubs. The integration of these networks is indicative of the family's adaptive strategies in response to evolving market demands and their influential role in the commercial transformation of Istanbul into a vibrant, cosmopolitan trade centre.

In contrast, artistic, educational and fashion-related professions appear to be underrepresented, suggesting either a deliberate or coincidental

limitation of investment in these sectors. Nevertheless, the mere presence of such professions within the family suggests an acknowledgment and appreciation for cultural and intellectual pursuits, albeit secondary to economic priorities driven by commercial pragmatism.



**Figure 2: Distribution of Professions by Years**

The chronological distribution of occupational roles among the Foscolo family provides an insightful narrative of adaptive economic strategies and occupational specialisation aligned with broader historical developments. A marked increase in roles such as private company employees, artisans, and merchants/bankers during the late 19th and early 20th centuries can be closely linked to Istanbul's broader economic transformation, marked by rapid industrialisation, increased corporatisation, and intensified integration into global commercial networks. This transition is indicative of the Foscolo family's strategic alignment with emerging economic opportunities, as well as their responsiveness to market transformations resulting from industrial and commercial growth in the Ottoman capital.

The sporadic appearance of occupations such as sailor and artist suggests a more episodic, situational engagement, reflecting short-term economic opportunities or personal interests rather than a sustained family commitment. For instance, maritime occupations, though infrequent, underscore the family's direct engagement in shipping enterprises, notably through the establishment and operation of the influential Foscolo & Mango Steamship Company. The company's significance within the international maritime trade network is indisputable, and it is evident that the Foscolo family played a pivotal role in establishing connections between Ottoman ports and European trade hubs.

The disruptions caused by macro-level historical events, such as the First World War, had a notable impact on the family's occupational patterns, introducing fluctuations and uncertainties within their traditional commercial

activities. While some family members successfully navigated these disruptions by leveraging their inherited expertise and robust familial networks, other occupations experienced a decline, demonstrating vulnerability to broader geopolitical and economic instabilities. Professions with a strong foundation in family tradition, such as merchants, bankers and craftsmen, exhibited greater resilience compared to more transient occupations like artists and sailors.

In summary, the occupational data encapsulated in the figures provide a nuanced perspective of the Foscolo family's economic and social adaptation strategies within the rapidly transforming economic landscape of late Ottoman Istanbul. The integration of these visuals with a historical context provides a vivid illustration of how the Foscolo family's occupational decisions were shaped not only by their entrepreneurial acumen but also by external economic pressures and opportunities. This ultimately contributed to their enduring legacy within the Levantine economic community.

#### 4.2. Foscolo & Mango Steamship Company

In the second half of the 19th century, members of the Foscolo family were actively involved in the establishment and management of various companies in İstanbul. In addition to small-scale businesses such as the İzmir Joint Stock Ice Company (Martal, 1992, p. 151; Kurt, 2011, p. 85)<sup>3</sup> and the Foscolo Beer House (*İkdam Gazetesi*, No. 2420, 22.03.1901; Sudi, 1916, p. 175)<sup>4</sup>, the family gained wider recognition through the Foscolo & Mango Steamship Company. This enterprise, in particular, positioned the Foscolos as notable figures within both European and İstanbul business communities.

The Aegean islands, including the Northeastern Aegean and the Dodecanese, which are located on the main North-South axis of the Ottoman Empire, have a long tradition of shipping activities. The port of İzmir is located at the crossroads of Europe, Asia and Africa, and was a significant hub for the ships of Western powers (Harlaftis & Theotokas, 2004, p. 17). The advent of new technological developments in shipping during the early 19th century had a direct and significant impact on maritime trade. In the realm of maritime transportation, steamships were known to provide a considerable advantage over sailing ships, particularly with regard to speed. By the 1840s, steamships accounted for 14% of global cargo-carrying capacity, a figure that rose to 49% within three decades. Despite this, sailing vessels continued to dominate in terms of cargo volume during the same period. The transition from sailing to steam accelerated in the late 19th century, eventually reducing the share of sailing ships in global cargo transport to approximately 25%.

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<sup>3</sup> On August 25, 1893, Petraki Foscolo was one of the shareholders of the İzmir Joint Stock Ice Company.

<sup>4</sup> The Korendor Beer House on Haraççı Street in Galata was run by Nicolo Foscolo. This brewery was one of the most famous places in İstanbul.

British shipping, which constituted around 25% of the world's nominal steamship tonnage in the 1840s–1850s, increased its share to over 33% by the 1870s and surpassed 50% in the 1880s. Between 1850 and 1880, the cargo capacity and tonnage of British steamships expanded by an estimated 1,600%, underscoring the scale of this maritime transformation (Hobsbawm, 2017, pp. 72-73).

During the 19th century, the advent of steamship technology resulted in a substantial augmentation in the number of foreign shipping companies present in Ottoman ports. From the 1830s onwards, various foreign steamship companies commenced operations in Ottoman ports in conjunction with local entrepreneurs. The importance of maritime trade lies in its role as a significant source of profit, particularly in the context of freight transportation to Europe. In this process, the influence of foreign steamship companies on Ottoman maritime trade continued until the final periods of the empire (Ekinci, 2006, p. 76).

This period marked a critical turning point for the Ottoman Empire, with far-reaching consequences across its political, economic, and cultural domains. Spanning a vast and diverse territory, the Empire gradually lost control over key commercial routes due to a confluence of internal and external pressures. These disruptions undermined the sustainability of its financial system and brought the state to the verge of insolvency. Simultaneously, foreign transportation companies began to establish agencies and branches throughout Ottoman lands at an accelerated pace. As they accumulated capital within the region, these firms evolved into influential international economic actors with expanding global reach. During this period, the Rostand Steamship Company, which would later be transformed into the Messageries Maritimes Company, gained a significant foothold in the realm of Ottoman maritime trade (Uygun, 2018b, pp. 573-574; Uygun, 2015b, pp. 492-501). In addition, the Paquet Company (Uygun, 2016), the Fraissinet Company (Uygun, 2018a), the British Forbes Company (Uygun, 2015a) and the Austrian Lloyd Company were among the major foreign shipping companies operating in Ottoman ports.

The entry of foreign steamship companies into Ottoman maritime domains gave rise to a competitive environment marked by growing disputes over cabotage rights. Much like the situation on the Danube, the Ottoman administration sought to protect small-scale, Ottoman-flagged sailing vessels while simultaneously attempting to bolster the competitiveness of local entrepreneurs and state-owned steamship enterprises. Despite these efforts, the growing influence of foreign companies reached as far as Bosphorus. In response, the state facilitated the establishment of the Şirket-i Hayriye, whose shareholders included members of the Ottoman elite. Nonetheless, the cabotage issue remained unresolved throughout the Marmara, Black Sea, Mediterranean, and even various smaller gulfs until the end of the Empire.

Initiatives undertaken by both state and private actors along the Ottoman coastlines largely failed to establish a sustainable or coherent maritime policy in the long term. Several factors hindered the formulation of effective countermeasures to foreign dominance, including the legal constraints of capitulations, rising trade volumes, the broader trajectory of economic growth, and the state's ongoing reliance on foreign-flagged vessels for military logistics. As a result, foreign ships steadily expanded their control over Ottoman maritime commerce, and a durable solution to this challenge ultimately remained elusive (Ekinci, 2006, pp. 77-78).

#### 4.2.1. Establishment of the Company

The initial maritime enterprise of the Foscolo family began in 1858 in Kalas (modern day Galați, Romania). The Peter Foscolo Shipping Company, established in Austria by Peter Foscolo, experienced a short period of operation (Lloyd Register of Shipping, 1858). In 1860, a new partnership was established, this time under the name of Sgouta & Foscolo Shipping Company, which similarly failed to achieve long-term viability (Lloyd Register of Shipping, 1860). The Foscolo & Neeser Shipping Company was established in 1862 and remained operational until 1865 (Lloyd Register of Shipping, 1862-65). Despite the limited lifespan of these early ventures, Peter Foscolo's maritime activities in Kalas clearly extended beyond 1865. It is evident that Foscolo and Company at Galatz, a company also owned by Peter Foscolo, continued its transportation business on the Danube. The company known as Foscolo and Company at Galatz, also under his ownership, continued commercial transport operations along the Danube. However, during the Russo-Ottoman War of 1877–1878, one of the company's freight vessels sustained damage, resulting in significant financial losses (BOA, HR.H 485-3, 1877, May 28, pp. 1-197).<sup>5</sup>

The Foscolo family's commercial pursuits, particularly in the maritime sector, expanded considerably after their relocation to İstanbul. Nicolo Foscolo (1818–1878), son of Leonardo Foscolo (1765–1829)—who had moved the family to İzmir following the collapse of Venetian rule in 1797—founded the Foscolo-Mango Steamship Company in collaboration with Anthony Mango and his eldest son, Antonio (Foscolos, 2024, pp. 123-125). This partnership led to the establishment of Foscolo, Mango & Co. Steamship Agents in 1878, reflecting the emergence of a new professional class within the major maritime hubs of the time (Harlaftis & Vassilis, 2000, p. 262). Initially operating out of Sandalcı Han in Galata, the company moved its headquarters to Couteaux Han in 1904, followed by a relocation to Arabian Han in 1909, and finally to the Çini Rihtım Han in 1914. Notably, the firm's

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<sup>5</sup> Peter Foscolo's company, a British subject, was compensated by the Ottoman Empire.

branches in London and Piraeus remained active, underscoring its sustained presence in key international shipping circuits.

#### 4.2.2. Company's Business Lines

Since its inception, the company operated under the designation “Steamship and Coal Agents and Ship Brokers” (*Annuaire Oriental*, 1881, p. 267). As of 1881, the company had centers in the cities of Galatz, Braila and Sulina (*Annuaire Oriental*, p. 69; BOA, HR.SFR.04, 329-6, 1885, October 3, p.1). By 1887, the company had significantly expanded its portfolio, evolving into a firm capable of providing transportation services along the key route from London to İstanbul (BOA, Y.PRK. ASK 38-44, 1877, February 28, p.1). During this period, the Foscolo and Mango Steamship Company's vessels also operated regular routes between İstanbul and Crete, facilitating both passenger travel and cargo transport (*Saadet Gazetesi*, No. 804, 25.08.1887).<sup>6</sup>

The company functioned as the agent in İstanbul for several leading European steamship companies, shipping and coal companies. From 1893 onwards, the shipping, agency and brokerage firm Foscolo & Mango served as the general agent for *the Cie Royale Neerlandaise de Navigation a Vapeur* in Amsterdam. It also represented the Orient Line, along with various other British and German steamship companies. In addition to its primary activities, the firm acted as coal agent for the National Steam Coal Company, the Abercarn Coal Company, and the London & South Wales Coal Company (*Annuaire Oriental*, 1893-94, p. 89). In 1896, the agency of the United National Coal Works was added to these agencies (*Annuaire Oriental*, 1896, p. 1534). Following its appointment as the general agent of the Cie Royale Neerlandaise de Navigation à Vapeur in Amsterdam, the company's Dutch-flagged steamers were scheduled to depart from Amsterdam at 14-day intervals, making calls at various ports including Rotterdam, Lisbon, Algiers, Piraeus, Thessaloniki, and occasionally İzmir, before reaching their final destination, İstanbul. After unloading a portion of its cargo at this location, the vessel would continue to Burgas, Varna, and Constanța on the Black Sea, before retracing its route—beginning with a call at İstanbul—then returning to Amsterdam following the completion of resupply operations.

The company experienced rapid growth, leading to the establishment of two additional branch offices. The first, managed by Mango & Sons, was founded in Piraeus in 1898, while the second, overseen by Mango, Doresa & Company, was established in London in 1899. The company's core activities

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<sup>6</sup> In the company's advertisement published in the newspaper, the ports of call of its ships were stated as follows; The steamers of the aforementioned company depart from Dersaadet on Saturdays every week (weather permitting) at four o'clock in the morning and call at the ports of Gelibolu, Kala-i Sultaniye, Bozcada, Midilli, İzmir, Sakız, Tinos, Şire, Hanya and Kandiye. Every week a ferry departs from Girit for Dersaadet and calls at the aforementioned ports.

included ship brokering, coal trading, and acting as an agency for steamship lines, steamship owners, shipowners, and insurance companies (Harlaftis & Vassilis, 2000, p. 262).<sup>7</sup>

After 1900, Foscolo & Mango expanded its portfolio, taking on roles as ship owners, ship agents, ship brokers, and coal merchants. The company operated vessels for the Neerlandaise de Navigation a Vapeur in Amsterdam and the Deutsche-Levante-Linie in Hamburg, specifically on the Newcastle-Batoum line. The following companies are notable examples of German maritime insurance providers: the Patriotische Assecuranz Compagnie Hambourg (Marine Insurance), the Germanischer Lloyd, and the Verein Hamburger Assecuradeure (Apostle's Bureau) (*Annuaire Oriental*, 1900, p. 1609). The company's agencies underwent significant changes following the First World War, marking a period of transition that lasted until the mid-20th century. During this time, the company took on the role of agent for the *French Société de Navigation* and Anglo-Saxon Petroleum Limited (*Türk Ticaret-i Hariciye Gazetesi*, 01.04.1928). By 1909, the company's agencies included the Dutch Steam Navigation Company of Amsterdam, the Hamburg-America Line, Lloyd Sabaudo's Prince Line Limited, the "National General" fire insurance company, the "Victoria de Berlin" life insurance company, the "Lloyd de Cologne" marine insurance company, and the St. Mary Axe agency in London (*Annuaire Oriental*, 1909, p. 2549). By 1913, the total capital of the company was £40,000. The company was in partnership with J. A. Mango, D. A. Mago, G. A. Mago, P. A. Mango, and A. A. Mango (*Shipping Gazette and Lloyd's List*, 15.01.1913, p. 10).

Another area of the company's operations was the transportation of coal from Hamburg to Odessa and various Mediterranean ports, such as Piraeus, İstanbul, and Novorossisk. The coal was sourced from the South Wales and Durham coalfields. Starting in 1881, Foscolo & Mango began supplying coal to several institutions, including the *Tersane-i Amîre*, the postal istimbots of İstanbul, and the Dolmabahçe gasworks (Tekin, 2006, p. 32).

#### 4.2.3. Company's Nationality

Despite the company's international presence, reflected in its fleet of ships flying various national flags, it was formally recognized by the British Chamber of Commerce (BOA, HR.UHM 170-56, 1914, July 20, p. 1-3). The organization was headquartered in London and held British nationality (*Cumhuriyet*, No. 123, 09.09.1924). In fact, the British Embassy intervened

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<sup>7</sup> Andrew Mango states that because coal came from the South Wales and Durham coalfields, his grandfather Anthony Mango set up an office in London and sent his eldest son John to manage it. The fact that the London branch was run by the Mangos supports these statements. <https://www.levantineheritage.com/testi25.htm> (Access date: 22.02.2025).

directly in a dispute concerning the company's coal warehouses. To facilitate coal distribution, the company began stockpiling coal on land adjacent to the police station in Unkapanı in 1888. However, the barges used by the company were constructed onshore, and the coal was unloaded using sacks, which caused coal dust to disperse across the surrounding areas, including the Saraççı Kara Mehmed Bey, İlvanzade Papas oğlu, Salih Paşa, and Saraççı Kara Mehmed Bey neighborhoods. It is important to note that complaints from the public regarding the time-consuming nature of drying clothes were also considered. Following a detailed review of these complaints, the Shura-ayı Devlet concluded that the company should be prohibited from storing coal at the specified location. Conversely, the construction of a coal depots in Beykoz and Çubuklu was authorized (BOA, ŞD 2540-4, 1889, April 11, pp. 1-18). It was also considered harmful to pile coal here in case of fire (BOA, DH.MKT 1530-62, 1888, August 8, p.1). However, the closure of the coal depot of the Foscolo & Mango Company prompted a protest to be sent to the Porte by the British Embassy. As previously asserted, the responsibility for any damages and losses incurred is to be shouldered by the Porte (BOA, HR.SYS 1742-128, 1897, April 26, p.1). After some delay and following objections, the company was granted permission to open a store in Cibali on July 18, 1906, by Sultan's decree (BOA, ZB 379-96, 1906, July 18, p.1).

#### 4.2.4. Company's Portfolio

Initially focused on maritime brokerage, the company later diversified its operations to include ship acquisition and transportation services. The first vessel to be officially documented under the company's ownership was the *Elizabeth and Catherine* (Lloyd Register of Shipping, 1880). In 1884, in addition to Elizabeth and Catherine, another vessel named Mathilda Foscolo was procured (Lloyd Register of Shipping, 1884). In 1886, the fleet was augmented by the addition of Pietro Foscolo (Lloyd Register of Shipping, 1886). By 1887, the company had increased the number of ships in accordance with the volume of business. In 1887, Thiresia, a 580-ton steamer constructed in Newcastle in 1869, was acquired and registered in the names of A. Mango and D. Foscolo (Delis, 2022, p. 370). In the same year, Mathilda Foscolo (Greek flag), Matteo Foscolo (Turkish flag), Myriofiton and Pietro Foscolo (Turkish flag) were registered in the name of the company (Lloyd Register of Shipping, 1887). In 1890, the Tekir Daghi (a Turkish-flagged vessel) and in 1892 the Marietta Ralli and Zanni Stefanovich were also registered (Lloyd Register of Shipping, 1890 and 1892). The company acquired the following assets in the years indicated: Demetrio S. Schlizzi (1896), Eptalofos (1897), Georgios P. Bouboulis (1898), Raymondos (1908), Joseo Nikolos (1912), John Sanderson (1914) and Tobnez (1914) (Lloyd Register of Shipping, 1896, 1897, 1898, 1908, 1912 and 1914). Of these ships, Eptalofos was the largest, with a capacity of 1,680 tons. The capacity of Georgios P. Bouboulis was recorded as 1,613 tons, while Marietta Ralli, Raymondos and Demetrio S. Schlizzi had a capacity of 1,501, 1,311 and 1,277 tons respectively. The

remaining vessels operated by the company possessed a maximum cargo capacity of less than 1,000 tons.

Year	Company Name	Place of Registration	Ship Name
1880	Foscolo, Mango & Co.	İstanbul	Elizabeth and Catherine
1884	Foscolo, Mango & Co.	İstanbul	Elizabeth and Catherine Mathilda Foscolo
1886	Foscolo, Mango & Co. Steamship Agents	İstanbul	Pietro Foscolo Mathilda Foscolo
1886	Foscolo & Valsamichi	Kefalonia	Ernesta Foscolo (Greek-flagged)
1887	Foscolo, Mango & Co. Steamship Agents	İstanbul	Mathilda Foscolo (Greek-flagged) Matteo Foscolo (Turkish-flagged) Myrioifton Pietro Foscolo (Turkish-flagged) Thiresia
1890	Foscolo, Mango & Co. Steamship Agents	İstanbul	Mathilda Foscolo (Greek-flagged) Matteo Foscolo (Turkish-flagged) Pietro Foscolo (Turkish-flagged) Tekir Daghi (Turkish-flagged) Thiresia
1892	Foscolo, Mango & Co. Steamship Agents	İstanbul	Marietta Ralli Mathilda Foscolo Pietro Foscolo Thiresia Zanni Stefanovich
1896	Foscolo, Mango & Co. Steamship Agents	İstanbul	Demetrio S. Schlizzi Eptalofos Georgios P. Bouboulis Marietta Ralli Mathilda Foscolo Pietro Foscolo Thiresia
1897	Foscolo, Mango & Co. Steamship Agents	İstanbul	Demetrio S. Schlizzi Eptalofos Georgios P. Bouboulis Marietta Ralli Mathilda Foscolo Pietro Foscolo Prinkipos Thiresia
1898	Foscolo, Mango & Co. Steamship Agents	İstanbul	Demetrio S. Schlizzi Eptalofos Georgios P. Bouboulis Marietta Ralli Mathilda Foscolo Pietro Foscolo Prinkipos Raymondos Thiresia
1899	Foscolo, Mango & Co. Steamship Agents	İstanbul	Demetrio S. Schlizzi Eptalofos Georgios P. Bouboulis Marietta Ralli Mathilda Foscolo Prinkipos Thiresia
1900	Foscolo, Mango & Co. Steamship Agents	İstanbul	Demetrio S. Schlizzi Eptalofos Georgios P. Bouboulis Marietta Ralli

			Mathilda Foscolo Prinkipos
1901	Foscolo, Mango & Co. Steamship Agents	İstanbul & Pireus Greece Agents in England London	Demetrio S. Schlizzi Eptalofos Georgios P. Bouboulis Marietta Ralli
1902	Foscolo, Mango & Co. Steamship Agents	İstanbul & Pireus Greece Agents in England London	Marietta Ralli
1908			Joseo Nikolos (British-flagged)
1912	Foscolo, Mango & Co. Steamship Agents	İstanbul & Pireus Greece Agents in England London	John Sanderson
1914	Foscolo, Mango & Co. Steamship Agents	İstanbul & Pireus Greece Agents in England London	Tobnez

**Table I: Ships Owned by Foscolo & Mango Company (1880-1914)**

The logbooks of the *Thiresia* and *Demetrio S. Schilizzi* provide a detailed record of the ships' routes and ports of call. According to the logbook of the *Thiresia*, the vessel operated for two years, from 1888 to 1890, primarily navigating the Mediterranean and Black Seas. During this period, the ship sailed predominantly between the Danube ports of Braila, Galatz, and Sulina, and various Mediterranean ports such as Marseille (three visits), Algiers (twice), Savona (twice), Genoa, Naples, and Barcelona. Additionally, it sailed from Taganrog on the Sea of Azov to Patras (twice), Messina, Trapani, and La Goulette in Tunis. One notable voyage included a trip from Pomorie to Genoa, followed by a route through Mersin to Marseille, concluding from Şarköy in the Sea of Marmara to Sète.

In contrast, the *Demetrio S. Schilizzi*, a newly constructed steamer in 1893, demonstrated a broader operational range. This 1,277-ton vessel, which had twice the capacity of the *Thiresia*, operated between Mediterranean and Black Sea ports, but also ventured to Northern Europe, including Rotterdam and various English ports, as well as European Atlantic destinations like Oporto, Lisbon, and Bilbao. Moreover, the *Demetrio S. Schilizzi* expanded its reach as far as Buenos Aires and Rio de Janeiro, underscoring its role in transatlantic and international maritime transportation during the 1895-1900 period (Delis, 2022, p. 370).

#### **4.2.5. The State of the Company during and after the First World War**

The British-flagged steamers of the Foscolo & Mango Company were seized and confiscated during and after the war in accordance with the provisions of the first article of the *Ganaim-i Bahriye* Law. This situation resulted in the company incurring financial losses. For instance, on 29 March 1915, the company's British-flagged tugboat *Sofya* and motorboat *Marin* were confiscated after being reportedly anchored at the pier of the Electricity Administration in İstanbul (BOA, HR.HMŞ.İŞO 211-5, 1915, May 10, p. 2). On 24 September 1921, another 22 barges owned by the company were

similarly seized (BOA, HR.HMŞ.İŞO 211-17, 1915, June 6, p. 1-2). It is evident that the confiscation decisions taken against the company were influenced by the loading of ammunition crates and military goods from the company's coal depots onto Greek-flagged steamers (BOA, DH.EUM.AYŞ 63-83, 1922, October 14, pp. 1-14). This situation significantly disrupted the company's operations and marked a turbulent period for the Foscolo & Mango business.

Despite incurring significant losses during the war, the company resumed operations in the post-war period, utilizing its fleet of steamers to transport goods from Amsterdam to various ports on a biweekly basis. These ports included Rotterdam, Lisbon, Algiers, Piraeus, Thessaloniki, and İzmir. Upon arrival in İstanbul, the steamships would then proceed to Burgas, Varna, and Constanta on the Black Sea before returning to İstanbul. Thus, it can be concluded that the steamers completed a regular and well-established travel route, continuing the company's shipping activities despite the challenges posed by the war (Türkiye Deniz Ticaretinin Vaziyet-i Hâzırası ve Terakki Çareleri Hakkında Rapor, 1928, pp. 3-5). At the same time, the company's steamers were also shipping to America and even to Australia, after passing through the Rhine ports (*Cumhuriyet*, No. 458, 18.08.1925). However, in 1929, the company was forced to cancel its agencies due to the repercussions of the economic depression, which led to a period of closure. Following this, the company was renamed Foscolo Mango and Company Limited and fully transferred to Mangos. The new directors were Dimitri Mango and Alexander Mango (*Milliyet*, No. 1873, 17.04.1934).

## 5. CONCLUSION

This study provides a comprehensive analysis of the economic and social transformations in the Ottoman Empire during the 19th century, with a particular focus on the Foscolo family, a prominent example of the Levantine community. The historical trajectory of the Foscolo family is characterised by significant geographical mobility, commencing from the Venetian aristocracy, continuing to the Aegean Islands, Izmir, and culminating in İstanbul. The case of this family provides striking insights into the migratory movements, economic activities, and integration of Levantine communities into global trade networks in Ottoman port cities. The family's migratory trajectory and subsequent settlements offer a micro-level perspective on the processes of integration within the Ottoman Empire, particularly in major port cities such as İzmir and İstanbul, into the global economic system.

During the 19th century, the industrial revolution and the spread of the capitalist economic order in Western Europe had a profound impact on the Ottoman economy, paving the way for the establishment of an institutional and legal infrastructure through the reforms of the Tanzimat period. In this

process, there was an acceleration in the inflow of foreign capital into Ottoman markets, and the Ottoman economy underwent gradual integration into the global economic system. It is evident that regions such as Pera and Galata emerged as the epicentre of these transformations. The Foscolo family occupied a central position in the economic and social transformations of the period, through their active commercial ventures, financial activities and social relations in these regions. The establishment and subsequent expansion of the Foscolo & Mango Steamship Company provides concrete evidence of the family's pivotal role in this transformation process. The company played a pivotal role in establishing connections between Ottoman ports and global trade networks, thereby significantly contributing to Istanbul's transformation into a major maritime trade hub.

The findings of the study demonstrate the diversity of the Foscolo family's commercial ventures. The family's economic activities in pivotal sectors such as banking, shipping, and coal trade are indicative of the significant role played by Levantines in the Ottoman economy. The distribution of Foscolo family members across a variety of professions is indicative of the social and economic flexibility of Levantine families and their contribution to the cosmopolitan commercial culture of the Ottoman capital. This diversity provides a significant dimension for understanding the position of Levantine communities within socio-economic structures.

Furthermore, the fact that the Foscolo family was not confined to economic activities, but was also active in cultural domains such as education, art, and fashion, points to the multidimensional role that Levantines played in shaping the urban identity of İstanbul. This multifaceted participation underscores the fluidity of identity and belonging in the late Ottoman period, highlighting the existence of a complex network of relations that transcends the conventional definitions of minority and majority. The contributions of the Levantines to the urban culture of Istanbul merit rigorous examination, particularly in terms of their economic impact, as well as their role in shaping the cultural and social fabric of the city.

This study also demonstrates the methodological importance of microhistory. The detailed examination of the historical experiences of one family enables a more profound comprehension of the broader economic, political and social transformations in Ottoman society. The analysis of the individual experiences of the Foscolo family is valuable in demonstrating the complex dynamics and multi-layered effects of Ottoman modernization processes. In this context, it is concluded that the microhistorical approach has

the potential to enrich grand historical narratives and offers a fruitful method for future research.

**CONFLICT OF INTEREST**

The authors do not have any dating relationships.

**ETHICS COMMITTEE APPROVAL / PARTICIPANT CONSENT**

As no participants were included in the article, the relevant consent was not incorporated.

**FINANCIAL SUPPORT**

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**AUTHOR CONTRIBUTIONS**

No financial support was received for the study. The research and all its stages were conducted by a single author.

## APPENDIX

Occupations of Foscolo Family Members in the Annuaire Oriental between 1868-1921			
Name	Profession	Year Range	Adress
A. Foscolo	Craftsman	1896	Cedidiye Street
Alfred Foscolo	Private Company Employee	1900-1904	
Antoine Foscolo	Private Company Employee	1902-1904	Dalya Street
Basile A. Foscolo	Shipman	1909	Emin Cami Street
Carmelle Foscolo	Fashion and Textile	1894-1912	Büyükdere Street
Charles Foscolo	Private Company Employee	1893-1895	Karanfil Street
Constantin Foscolo	Artist	1909-1912	Kible Street
Dim. Foscolo	Craftsman	1893-1898	Odun Kapı Street
Don Mattéo Foscolo	Shipman	1883-1901	Gümrük Street, Misk Street
Edouard Foscolo	Private Company Employee	1914	Dalya Street
Emm. Foscolo	Craftsman	1896-1898	Hacı Ali Street
Emmanuel Foscolo	Craftsman	1893-1904	Uzun Çarşı Street
Erinie Foscolo	Private Company Employee	1901-1912	Camcı Impasse
Etienne Foscolo	Private Company Employee	1909-1921	Cedidiye Street
F. Foscolo	Craftsman	1883	Cadde-i Kebir
Ferdinand Foscolo	Fashion and Textile	1900-1903	Turna Street
Ferdinand Foscolo	Private Company Employee	1898-1904	Yazıcı Street
François Foscolo	Theacher	1868-1912	Cadde-i Kebir, Mektep Street, Çiçek Street, Ceviz Street, Ermeni Kilisesi Street, Tozkoparan Street
François Foscolo	Artist	1909-1912	Akarca Street
François Foscolo	Merchant and Banker	1921	Çakmak Street
G. Foscolo	Private Company Employee	1893-1921	Dalya Street, Ottone Street,
G. Foscolo	Private Company Employee	1900-1903	Balek Street
Georges A. Foscolo	Shipman	1914-1921	Ömer Abid Han
Georges Foscolo	Tradesmen	1883-1888	Cite de Pera
Georges Foscolo	Technician and Engineer	1914	Değirmen Street
Giovanni Foscolo	Craftsman	1900-1914	Kalafat Yeri Street
Hugo Foscolo	Private Company Employee	1909	Dalya Street
Hugo Foscolo	Private Company Employee	1912-1921	Bursa Street

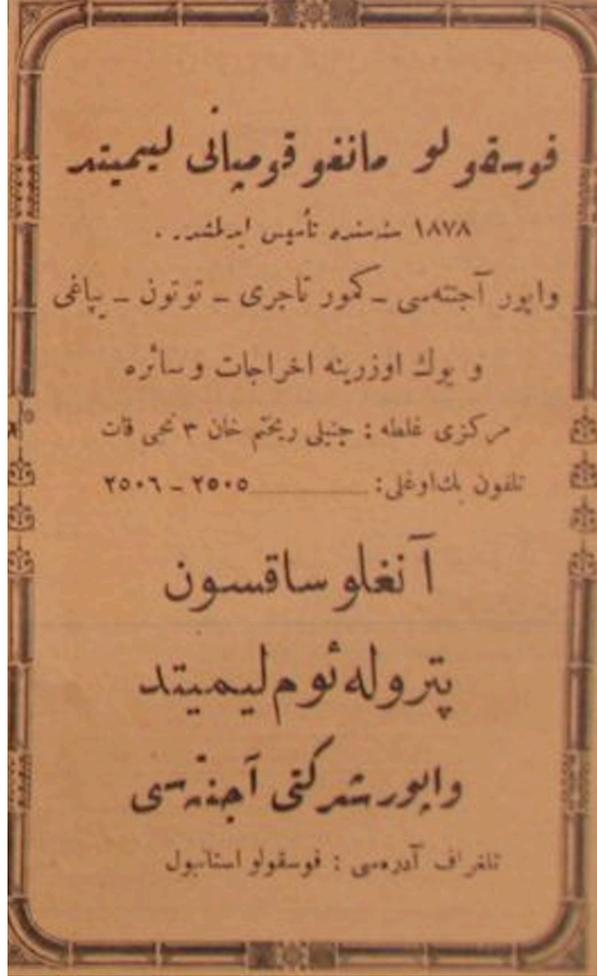
Ilia Foscolo	Craftsman	1901-1904	Yazıcı Street
Iraklis Foscolo	Craftsman	1909-1912	Yeni Street
J. Foscolo	Tradesmen	1881-1900	Journal Street, Yemeneci Street
J. Foscolo	Theacher	1896-1921	Şansölye Street, İncekaç Street, Dalya Street
J. Foscolo	Craftsman	1903-1904	Bilezik Street
Jean Foscolo	Fashion and Textile	1881-1909	Hazzopoulo Pasajı, Yeni Çarşı Street,
Jean Foscolo	Merchant and Banker	1894	Anderlich Street
Jean Foscolo	Merchant and Banker	1904	Çiçek Street
Jean Foscolo	Public Employee	1909-1912	Çiçek Street
Jean Foscolo	Craftsman	1909-1921	Sultan Bayezit Street, Lüleci Hendek Street
Jean Foscolo	Private Company Employee	1914-1921	Yedikule'de İstasyon Caddesi
Joseph Foscolo	Private Company Employee	1909-1912	Dalya Street
Joseph Foscolo	Artist	1912	Cami Street
Joseph Foscolo	Private Company Employee	1914-1921	Faik Paşa Street
Joseph Foscolo	Craftsman	1921	Kabristan Street
Joseph J. Foscolo	Tradesmen	1909-1921	Haraççı Street
L. Foscolo	Tradesmen	1888	
Lorenzo Foscolo	Private Company Employee	1902-1904	Akarca Street
Louis Foscolo	Private Company Employee	1898-1914	Baltazzi Çıkması, Camcı Çıkması
Louis Foscolo	Private Company Employee	1909	Cami Çıkması
Louis Foscolo	Public Employee	1912-1921	
M. Foscolo	Private Company Employee	1902-1904	Şimal Street
M. Foscolo	Private Company Employee	1903-1904	Mahmut Ağa Çeşmesi Street
Marc Foscolo	Private Company Employee	1909	Cedidiye Street
Marco Foscolo	Private Company Employee	1912-1921	Elena Street
Marie Foscolo	Private Company Employee	1912-1914	Yeni Yok Street
N. B. Foscolo	Technician and Engineer	1902	Şişhane Street
N. Foscolo	Technician and Engineer	1900-1902	Tozkoparan Street
N. Foscolo	Craftsman	1901-1921	Kible Street
Nic. F. Foscolo	Craftsman	1902-1904	Prens Rodolf Street

Nic. J. Foscolo	Private Company Employee	1912-1914	Yeni Street
Nicolaki Foscolo	Merchant and Banker	1893-1900	Bilezik Street
Nicolas Foscolo	Craftsman	1868	Yelkenci Street
Nicolo Foscolo	Tradesmen	1896-1914	Haraççı Street, Evi Hacı Ali Street
Nicolo Foscolo	Tradesmen	1902-1921	Yüksek Kaldırım Street
Nicolo Foscolo	Merchant and Banker	1903-1904	Mahmut Ağa Street
Nicolo Foscolo	Shipowner	1904	Kumbaracı Yokuşu Street
Nicolo Foscolo	Diplomat	1912-1914	Rodolf Street
P. Foscolo	Tradesmen	1896-1898	Pangaltı Street
P. G. Foscolo	Shipowner	1901-1904	Liman
Papanicola Foscolo	Shipman	1896-1898	Yüksek Kaldırım Street
Paul Foscolo	Fashion and Textile	1896-1904	Moskof Kilisesi Street
Petro Foscolo	Private Company Employee	1903-1912	Sümbül Street
Pierre Foscolo	Fashion and Textile	1901-1902	Camcı Çıkmazı
Raoul A. Foscolo	Merchant and Banker	1921	Zincirli Han
Stephen Foscolo	Craftsman	1902-1904	Yazıcı Street
T. Foscolo	Craftsman	1883	Sol Street
T. Foscolo	Private Company Employee	1900-1901	Baltazzi Çıkmazı
Th. Foscolo	Private Company Employee	1888	Karanfil Street
Théodore Foscolo	Craftsman	1902-1904	Uzun Çarşı Street
Vassil Foscolo	Technician and Engineer	1914-1921	Kumbaracı Yokuşu Street

**Table II. Occupations of Foscolo Family Members in the Annuaire Oriental between 1868-1921**



Türk Tütünleri Mecmuası, No. 16, 01.07.1928  
(Foscolo & Mango Company Advertisement)



Türk Ticaret-i Hariciye Gazetesi, No. 1, 01.01.1928  
(Foscolo & Mango Company Advertisement)

**فوسقولو - مانغو - ليمتد قومپانى**

مرکز ادارهسى : لوندرد.

استانبول شعبهسى: غلطه جيابل ريختم خان ۳ نجى قات

تلغراف : فوسقولو - استانبول      تلفون : بك اوغز ۶-۲۵۰۰

امستردامده نهه رلاندهز روايال سير سفان قومپانيه سنك آجتهسى

هولاندا - استانبول - قره دكر ليمانلى اراسنده اون بش كونده بره عظم سير وسفر

اسانبولدن آمستردام ، روتردام ، رهن ليمانلى ، هامبورغ اسقانديناويا وبالطق ليمانلى ايله

بوتون ترانس اطلانتيق سير وسفرلى منتظم صورتده اجرا اولونور.

تورك - انگليز كومورلى بويوك ده بوسى

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**FOSCOLO, MANGO & Co. Ltd.**

[SIEGE SOCIAL A LONDRE]

Bureaux à Tchinnili Rihtim [Han] 2<sup>me</sup> Etage

[GALATA]

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Agents de la Compagnie Royale Neerlandaise de Navigation à Vapeur  
à Amsterdam. Service regulier accéléré et bi-mensuel entre la Hollande,  
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bourg, les Ports du Rhin, Hambourg les ports Scandinave et Baltiques aussi  
que pour toute destination transatlantique.

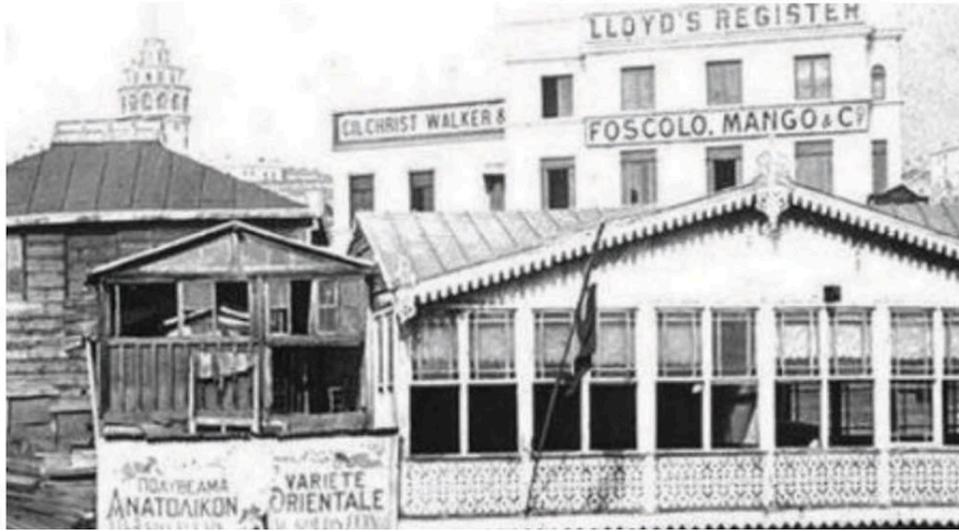
Grands dépôts de Charbons Turcs et Anglais.

Grand Annuaire Illustré, Büyük Salname, 1925-1926, 1341-1342, İstanbul  
1926.

(Foscolo & Mango Company Advertisement)



Vakit, No. 4212, 10 Ekim 1929  
(Foscolo Mango Charcoal Storage)



(Foscolo Mango Company's Office in Galata)

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