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SEA TRADE IN KAVALA HARBOUR AT THE BEGINNING OF 20TH CENTURY

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Abstract

Kavala that was located between two big and important harbors like Istanbul and Thessaloniki was an Ottoman seaport opposite the Thassos Island in the Aegean Sea. As a result of the Industrial Revolution, the use of steamships in maritime and the Treaty of Balta Harbour, Kavala would become more important in trade. The city would start to open to international trade with the proliferation of tobacco production and continue this in the XX. Century. The city which could not get its share of the modernization of the harbors and the ease of railway access, it would be able to become popular in foreign trade with its hinterland.

In this study, we try to reveal the sea trade of Kavala Harbor in XX century according to the countries and the products.

Key Words: Kavala Harbor, Hinterland, Tobacco, Sea Trade

20. YÜZYIL BAŞLARINDA KAVALA LİMANINDA DENİZ TİCARETİ

Öz

İstanbul ile Selanik gibi iki büyük ve önemli liman arasında bulunan Kavala, Ege Denizi'nde Taşoz adasının karşısında yer alan bir Osmanlı liman kentiydi. Sanayi devrimi, buharlı gemilerin kullanılması ve Balta Limanı Antlaşması neticesinde Kavala, giderek ticarete daha önemli bir yer tutmaya başlayacaktı. Kent, 1840'lardan itibaren tütün üretiminin yaygınlaşmasıyla uluslararası ticarete açılmaya başlayacak ve bu durumunu XX. yüzyılda da devam ettirecektir. Limanların modernleşirmeye başlanmasından

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ve demiryolu ulaşımının kolaylığından nasibini alamayan kent, yine de hinterlandıyla birlikte dış ticarete sesini duyuracaktır.

Biz bu çalışmamızda Kavala limanının XX. yüzyıldaki deniz ticaretini ülkelere ve ürünlere göre ortaya koymaya çalıştık.

Anahtar Kelimeler: Kavala Limanı, Hinterlant, Tütün, Deniz Ticareti

Introduction

Kavala is situated on 24 km southeast of Drama and with a pier across the island of Thassos on the north coast of the Aegean Sea¹. It is a sheltered place in a rocky promontory that protrudes towards the North Aegean. Kavala which was built on Penaje Mountain² was under the rule of Franks for a while after Byzantine administration. It came under the rule of Byzantine in 1242-1243. The city which suffered drinking water problem during the Byzantine period did not improve. The fall of Kavala under the control of Ottoman administration took place with the conquest of Lala Sahin Pasha in 1383. Besides this, there is an idea that the city was captured in 1373-74. According to a Byzantium chronicle, Yıldırım Bayezit destroyed the city walls after the capture of the city³.

The city was a small dwelling unit during the XV century. According to Ottoman Census records dated, there were seventy-five Christian dwellings and twelve Muslim dwellings (approximately 400-500 people). In 1519, the population was constituted of sixty-one Christian and twenty-two Muslim dwellings. Drought and pirate operations affected the decrease in population⁴.

The city started to develop during Kanuni Sultan Suleyman period. The city which suffered drinking water problem until Kanuni period obtained drinking water through the aqueduct that was built by Kanuni. The castle was expanded and rebuilt⁵. Commercial places in the city were concentrated on the plain under the castle and along the harbor in the period of Kanuni Sultan Su-

¹ Şemseddin Sami, *Kâmûsu'l-A'lâm*, C. 5, Tıpkıbasım/Faksimile, Kaşgar Neşriyat, Ankara 1996, p. 3704.

² Ali Cevad, *Memalik-i Osmaniye'nin Tarih ve Coğrafya Lugatı*, Dersaadet Mahmut Bey Matbaası, İstanbul, 1313, pp.628-629.

³ Machiel Kiel, "Kavala", *DİA*, v. 25, 2002, p. 61.

⁴ Kiel, *ibid.*, p.61.

⁵ Selim I who was on the throne between 1512- 1520 completed the construction of Kavala fort at the Byzantium fortified site that was dismantled in 1387. See: Arslan, *ibid.*, p.26.

leyman. With the conquest of Budin in 1541, some Jewish people who were captured in Hungary was brought to this city⁶. Thus the improvement of the city gained momentum. Grand Vizier Ibrahim Pasha had great effects on the improvement of the city. The city became increasingly prosperous with the bathhouses, caravansaries, schools and imarets for passengers that were built by Grand Vizier⁷. Besides, Kavala became a harbor where various agricultural products produced in Macedonia and Thrace region were sent internationally in the middle of XVI century⁸. The city owes its improvement to its situation being on the way of Via Egnatia (Canib-i Yesar or Left Way)⁹.

Kavala continued its improvement which began in the period of Kanuni in the XVII century. Evliya Çelebi refers to the presence of 700 dwellings, 500 of them were in Lower Fortress around Ibrahim Pasha Mosque in 1078 (1667-68). There were 200 dwellings along with Bey Mosque in Ortahisar, Alaca Mosque and Suhta Mosque in Ortahisar and there was a mosque in the small citadel. Kavala was relatively quiet in the XVIII century. In 1799 French Pilgrim Felix Beaujour recorded Kavala as a settlement with a population around 3000¹⁰. In XIX century Kavalalı Mehmet Ali Pasha built engineer school, medresa, library and imaret in his motherland.

It is seen that in XIX century the streets of Kavala were paved. The main Street started from the foot of the Fortress. Custom house was on this Street. There were large Turkish cemeteries on both sides of the street, and the houses draw attention¹¹. In the last quarter of XIX century, the buildings were built outside the castle as well as the buildings in the Kavala Castle¹². There was a similar development in Thessaloniki. This is an important indicator of the development of this city. In 1885 a new neighborhood was established in the West of the aqueduct that was called New Neighborhood in the documents. In 1895, the town had 8 neighborhood¹³. In 1896, in the east part of the city, Hamidiye Neighborhood was established. In 1897, there was a Copt Neighborhood out of

⁶ Mustafa Rasim, *Memâlik-i Mahrûsa-i Şâhâne Coğrafyası*, Tophane-i Amire Matbaası, İstanbul, 1305, pp.59-60.

⁷ Kiel, *ibid.*, p.61.

⁸ Arslan, *ibid.*, p.29.

⁹ İsmail Arslan, 19. Yüzyılda Balkanlar'da Bir Liman Şehri: Kavala, *History Studies*, Volume 2/3(2010), p.36.

¹⁰ Kiel, *ibid.*, p.61.

¹¹ Arslan, *ibid.*, p.29.

¹² Rasim, *ibid.*, pp.59-60; 1313(1895) *Selanik Vilayet Salnamesi*, Selanik Hamidiye Mekteb-i Sanayi Matbaası, Selanik, p. 451.

¹³ 1313..., p.451.

the City Wall. Besides those, as the new locations near Ibrahim Pasha Neighborhood that was the first settlement place were added there, the city was expanded towards the West in the dock route, the settlement areas such as Çaylar, kara Orman, Küçük Orman were the suburbs of Kavala. In this way, those settlement places which were in the historical peninsula and outside the city wall in the documents became separate neighborhoods¹⁴.

In XX century the town had 25 villages with the population of 15.097. Of these 12.075 were Muslims, 1700 Greek, 1075 Romans, 212 Jewish, 32 were Armenian¹⁵. In XX Century, there were 374 workplaces, 221 shops, 29 coffeehouses, 29 bakery, 3 hotels, 6 mosques, 3 dervish convents, 5 medresas, 3 churches, 1 synagogue and 12 schools in the town¹⁶. Kavala was described as a magnificent city with the population of 22- 23.000. According to the Thessaloniki City Annual dated 1324 (1906), the city was a sanjak center and there were 3775 dwellings, 450 shops, fifty-five workplaces, sixteen inns, seven mosques, two small mosques, five medresas, three synagogues, eight Muslims and four Christians schools. According to detailed and reliable statistics of Macedonia 1900 by Vasil Kančov, there were 12,370 Turks, 2710 Bulgarian speaking Muslims, 3700 Greeks, 400 Jews, 1085 Romans and 200 other nations in a total of twenty seven settlements in Kavala, in other words there was a total of 20,465 people, of whom 74% were Muslims¹⁷ According to the Thessaloniki Annual in 1907, the number of the neighborhoods in the town increased to 11¹⁸.

Kavala which was captured by Bulgarian in 1st Balkan War was captured by the Greek in 2nd Balkan War. In the Balkan War, in the autumn of 1912 Bulgarian Army occupied Kavala region. Greece took the city and the surroundings in 2nd Balkan War in July of 1913. This situation was also registered with the Bucharest Treaty of 10 August 1913. Although Bulgarians captured Kavala and its surrounding in World War 1, it was given to Greece after the war.

1.Administrative Structure of Kavala

After Drama and its surrounding came under the control of Ottoman State in 14th century, it became town center of Pasha Sanjak of Rumelia Province and

¹⁴ Arslan, *ibid*, pp.34-35.

¹⁵ Sami, *ibid*., p. 3704.

¹⁶ Cevad, *ibid*, pp..628-629.

¹⁷ Kiel, *ibid*, pp. 60-62.

¹⁸ 1313(1895) *Selanik Salnamesi*, p.424.

it preserved its situation until 1864. After The Rumelian lands of the Ottoman Empire together with the 1864 Provincial Order had been divided into six provinces as Edirne, Selanik, Manastır, Yanya, İşkodra and Kosova, Drama Sanjak became an independent sanjak connected to Thessaloniki Province. Drama Sanjak was divided into four townships as Drama, Kavala, Yenice Karasu and Darıdere and three sub-districts as Pravišta and Çeç and Sarışaban which was connected to Kavala. After the administrative regulations, Sarışaban became a township. After the administrative regulations that continued in the second half of XX century, the territory of the sanjak took its last shape in 1913. According to this, sanjak divided into townships as Drama, Kavala, Sarışaban, Pravišta, Rapçoz, and Taşoz.



*City of Kavala*¹⁹

2. Economy of Kavala

¹⁹ <http://www.lozanmubadilleri.com/album-p2-aid,11.html#galeri>, 31.07.2018, 22:59.

The land of Kavala is mountainous terrain. The city is a harbor city, with its ridge on the mountain of Penaje, surrounded by three peaks and valleys²⁰. A small stream called Acısu flows into the marshes of the city. Agriculture, husbandry, industry, and trade, boating and fishing were done in the town²¹.

As agricultural products, especially barley, wheat, rye, maize, cotton, elf, tobacco, potatoes, vegetables were grown. There were about 25 farms in the town²². The hills were very close to each other in the Kavala area. The pebbly soil was very rich in elements and is suitable for tobacco cultivation²³. In the town sheep, goats, horses, cattle, horses, donkey were raised. There were lots of pastures and meadows for animals.

Industry and commerce were mostly at the center of Kavala. Capitalists of the population were engaged in tobacco, salt and commodity trade²⁴. There were carpenter, mechanic, saddler, baker, shoemaker in Kavala. Domestic and foreign merchants located in the town were mostly engaged in the tobacco trade. The tobacco produced in Kavala with the Sanjaks of Drama and Siroz was mostly transported to Kavala by the merchant. Over fifteen thousand domestic and foreign workers of the merchant stores, made the tobacco into bales and packets in the tobacco manufacture and procedure. Workers were paid from 5 to 20 kuruş. These tobacco were shipped to foreign hometowns such as London, Alexandria, Trieste, Odessa, New York²⁵. In April, harvest festival was held in Kavala²⁶. That festival activated Kavala. Sericulture and vinification were not common in the town²⁷. The wine used by the people was usually from the outside. Cotton cloth production was also made in the town. There was a forest called Kara Orman which was suitable for timber production²⁸.

²⁰ Rasim, *ibid*, pp.59-60.

²¹ Cevad, *ibid.*, pp.628-629.

²² *İbid.*, pp.628-629.

²³ İsmail Arslan, İngiliz Konsolos Raporları Işığında XIX. Yüzyıl Ortalarında Drama Sancağı'nda Tütün Yetiştiriciliği ve Ticareti, *Turkish Studies*, International Periodical For the Languages, Literature and History of Turkish or Turkic, 4/3 (Spring 2009), p. 161.

²⁴ Cevad, *ibid.*, pp.628-629.

²⁵ 1325(1907) *Selanik Vilayet Salnamesi*, Selanik Hamidiye Mektebi Matbaası, Selanik., p. 426.

²⁶ 1313 *Selanik Vilayet Salnamesi*, p.455.

²⁷ *İbid*, p.452.

²⁸ Ali Tevfik, *Memalik-i Osmaniye Coğrafyası*, Kasbar Matbaası, İstanbul, 1318(1901), p.81.



*Tobacco and Maritime*²⁹

3. Kavala Harbor

From the middle of the 16th century, Kavala became a harbor where various agricultural products produced in Macedonia and Thrace region were sent to the foreign countries³⁰. Especially in the 19th century, Kavala showed a rapid development in terms of port services provided to Turmac (Turkish-Macedonian) tobacco cultivated especially in the hinterland of Drama and Xanthi region³¹. Especially after the 1840s, tobacco cultivation in Kavala and its hinterland gained a great popularity. As a matter of fact, there were about two thousand foreigners from different nationalities such as the British, French and Austrian. When the tobacco trade was intense, the number of these foreigners was three thousand. Kavala was a harbor town that was visited by foreign merchants beside local traders. Kavala harbor was not only Kavala's but also its hinterland's. The products of Drama, Pravišta, and Zihne town in Serez region were also meet with buyers in Kavala Harbor. Thus Kavala harbor was attached to World

²⁹ <http://www.lozanmubadilleri.com/eski-kavala-p9-aid,11.html>, 30.6.2018.

³⁰ Arslan, 19. *Yüzyılın...*, p.29.

³¹ Kiel, *ibid*, pp. 60-62.

trade³². Kavala that was situated at the northern end of the Aegean Sea, was close to Izmir as it was located between two important port cities such as Istanbul and Thessaloniki. The city is important because it is on the Mediterranean and the Black Sea road.

Factors such as highway links, the availability of adequate warehouses, and the modernization of the harbor were affecting trade. Europe moved to railway technology in XIX. Century. In the second half of the nineteenth century, railway transportation started in the Ottoman Empire, in some places, in military places, and in some places in order to connect the inner cities to the ports. The construction of a railway for military purposes was considered for connecting the city of Thessaloniki to Istanbul. Gümülcine-İskece-Kavala-Siroz and Drama- Karaisalu-Thessaloniki line were considered as the route. The construction of this line would further enhance Kavala's commercial potential and facilitate trade. The concession was left to Monsieur Rene Bauday in 1892. However, during the construction of this line, it was decided that it would be appropriate to open branches from the Alexandroupolis railway to Gumulcine, Drama, Yenice, Sirozi and Thessaloniki³³. Bauday, who started his works by establishing the Salonika-Dersaadet Coherence Company completed the line in 1896. However, this way of bringing military benefit could not compete by sea for commercial purposes³⁴. As a result, a railway did not pass in Kavala. However, there was a steady road between Drama and Kavala, with 18 bridges on it³⁵. From time to time the repair of the roads from the hinterland to the harbor was also on the agenda. According to the Thessaloniki Annual in 1907; the road between Kavala and Iskele and Sarişaban was first decided to be repaired by a tender of a 1 km section of the town³⁶. However, in some places, the goods were brought from the mountain roads with a thousand difficulties on horseback and mule back. The fact that there were not enough warehouses in the city affected the trade negatively. To meet the need, inns, hotels and empty gardens were

³² Arslan, İngiliz Konsolosluk..., pp.165-166.

³³ İbrahim Yılmazçelik, Sevim Erdem, Sultan II. Abdülhamid Döneminde Selanik-Manastır, Selanik-İstanbul Demiryolları Güzergâhlarında İşletilen Madenler, *Turkish Studies*, International Periodical For The Languages, Literature and History of Turkish or Turkic, Volume 9/1 (Winter 2014), pp.168-169.

³⁴ Selahattin Bayram, *Osmanlı Döneminde Selanik Limanı (1869-1912)*, Sosyal Bilimler Enstitüsü, (İstanbul University Unpublished Doktoral Thesis), İstanbul, 2009, p.27; Özlem YILDIZ, *II. Meşrutiyet'ten I. Dünya Savaşı'na Osmanlı Devleti'nde Deniz Ticareti (1908-1914)*, Atatürk ilkeleri ve İnkılap Tarihi Enstitüsü, (Dokuz Eylül University Unpublished Doktoral Thesis), İzmir, 2012, pp.104-105.

³⁵ 1325(1907) *Selanik Vilayet Salnamesi*, p.424.

³⁶ *Ibid.*, p.426.

used as warehouses for many years. Finally, new warehouses were built. One of them belonged to Abbott Brothers from Thessaloniki. In 1889, the Customs building in Kavala was completed and it was a very beautiful building³⁷. There was also a harbor administration and a quarantine administration in the city. In 1907 Doctor İstefan Polidis Efendi was working in the quarantine administration that was important for sick patients to be identified and observed There were clerks and guards with him. There was an Executive Administration in the harbor³⁸. In the XX century, there were problems in Kavala such as roads, sewer network, lack of drinking water resources. However, those problems were not resolved due to resource shortage³⁹.

Thessaloniki was the center of the province of Thessaloniki, where Kavala was affiliated, in the first 5 harbors of the Ottoman Empire⁴⁰. The other city in Thessaloniki where foreign trade was done, was Kavala. The exports and imports from Çayağzı, Lithor, Katrin, Ksendire and Aynaroz ports did not have any importance. When the idea of building a modern harbor in Balkans; the idea of building a harbor to Kavala and Çayağzı beside Thessaloniki was considered. This issue was discussed between Thessaloniki and the Ministry of Finance. The Property Administration brought the Kavala option back to the agenda. The idea of constructing a dock and a harbor in the sandy beach of Kavala coast was annexed to the ransomed property and presented to the Ministry of Finance for approval. Ministry of Finance stated that the import and export capacity of the said dock was realized in a low volume, so there was no need for dock and harbor construction in such a place, but declared that the concession offers to be made for this place were still open. As a result, Thessaloniki, which had a much larger hinterland, was preferred for domestic and foreign trade for port construction⁴¹.

³⁷ 1313 ..., p.452.

³⁸ Arslan, *ibid.*, pp.25-34.

³⁹ Report For The Year 1905 On The Trade Of The Consular District Of Salonica, London, 1906, p.6. (Based on the reports of the British Consulate, which were collected under the heading of Parliamentary Papers, When we talk about these reports from now on, we will briefly refer to the A & P Thessaloniki 1906 Report.)

⁴⁰ Bakınız: Özlem YILDIZ, "20. Yüzyıl Başlarında Selanik Limanında Deniz Ticareti ", ÇTTAD, XII/24, (2012/Spring), p.27.

⁴¹ Bayram, *ibid.*, p.17, 84, 85.

In 1912 it was decided to build the Kavala Harbor. The Mayor sent a telegram to Public work Supervision through Tanin Newspaper on behalf of people of Kavala who were very pleased about the harbor construction⁴². However, the construction of the harbor did not realize.

The lack of a modern harbor in Kavala made it very difficult for the goods to be loaded and unloaded. When the goods were downloaded and loaded from time to time, they could fall into the sea, get wet and break down. Loading goods to the ship could cause time and labor loss. As a result it made the sea trade difficult.



*Kavala*⁴³

4. Kavala Harbor Traffic

Many ships, steamed and sailing arrived at Kavala harbor. In general, the numbers of steam vessels arriving in harbor caught an increase in 1907. Due to the mobility created by the Battle of Tripoli in the Aegean Sea, the number of steamships fell down but their tonnage increased. Below are the number and tonnages of steam and sailing ships entering and leaving the Kavala Harbor (1905-1911).

Years	Steam		Sailing		Total	
	Sayı	Tonaj	Sayı	Tonaj	Sayı	Tonaj

⁴² "Kavala Limanı", *Tanin*, 14 March 1912.

⁴³ <http://www.lozanmubadilleri.com/album-p6-aid,11.html#galeri>, 31.07.2018, 22.58.

1905⁴⁴	258	219.956	1.755	17.700	2.013	237.656
1907⁴⁵	630	296.305	1.791	18.973	2.421	315.278
1908⁴⁶	659	266.540	1.752	19.745	2.411	286.285
1909⁴⁷	645	273.702	1.902	19.776	2.547	293.478
1911⁴⁸	591	354.422	2.031	26.834	2.622	381.256

Table 1: The number and tonnages of steam and sailing ships entering and leaving the Kavala Harbor (1905-1911)⁴⁹

In 1905, the number of the sailing ships were seven time more than the steamships in Kavala Harbor. About 91 % of the ships belonged to the Ottoman Government. Greeks who were geographically closer to the region came to the harbor with 8,9% of the sailing ships. Arabian, Austria-Hungary ships followed this. Sailing ships had a tonnage of up to 89,4% in Ottoman territory and 8,9% in Greek ships. As the steamships arriving at harbor was the most common Austrian-Hungary with 39,9%, followed by Greeks with 31,8%, Ottoman with 20,9% and Germans with 4,3%. Austria had direct voyages to Kavala. When we consider the steamships with their tonnage; we see 66% by Austria-Hungary, 14,3% by Greece and 7,9% by Ottoman ships Below, we can see the sum and tonnage of steam and sailing vessels arriving at the port of Kavala in 1905.

States	Steam		Sailing		Total	
	Number	Tonnage	Number	Tonnage	Number	Tonnage
Austria-Hungary	103	145.627	1	270	104	145.897
Holland	1	909	-	-	1	909
Belgium	1	1.003	-	-	1	1.003
German	11	14.774	-	-	11	14.774
British	1	1.915	-	-	1	1.915

⁴⁴ There is no information on whether the towboats are included.

⁴⁵ Towboats and coasters are also included.

⁴⁶ Towboats are included.

⁴⁷ Towboats and coasters are also included. There are 127 German, 166 Ottoman coasters and towboats. See. *A&P Thessaloniki 1909 Report*, p.44.

⁴⁸ Towboats are included.

⁴⁹ *A&P Thessaloniki 1905 Report*, pp.16-18; *A&P Thessaloniki 1907 Report*, pp.40-42, *A&P Thessaloniki 1909 Report*, pp.41-44, *A&P Thessaloniki 1911 Report*, p.39.

Spanish	1	1.872	-	-	1	1.872
French	2	1.407	-	-	2	1.407
Greek	82	31.497	157	1.568	239	33.065
Italian	2	3.506	-	-	2	3.506
Ottoman	54	17.446	1.595	15.838	1.649	33.284
Arabic	-	-	2	24	2	24
Total	258	219.956	1755	17.700	2.013	237.656

Table 2: The sum and tonnage of steam and sailing ships arriving at the port of Kavala in 1905⁵⁰

By 1905, the number of ships arriving the harbor increased in 1907. Ottoman State had 93% of the number of sailing ships, and Greek ships were 7%. Sailing ships had a tonnage of 91.1% in Ottoman and 8,9% in Greek ships. The Ottoman State with a steamship attracts attention with 31,7%. It was followed by German with 29.3%, Austria with 16.8% and Russian ships with 7,5%. 52.3% of Austrian-Hungarian, 13% of Russia, 10,1% of German and 9,9% of Ottoman were in tonnage of steamship. The Ottoman state, which held the most number of steamships, was the 4th in terms of ship tonnage. This shows that the Ottoman ships entering and leaving the port in 1907 were smaller in tonnage. Below is the number and tonnage of steam and sailing ships in 1907 arriving and leaving Kavala Harbor according to the countries as a table.

States	Steam		Sailing		Total	
	Number	Tonnage	Number	Tonnage	Number	Tonnage
Austrian-Hungarian	106	155.030	-	-	106	155.030
Belgium	3	4.434	-	-	3	4434
British	1	1.468	-	-	1	1.468
French	9	4.145	-	-	9	4.145*
German	185	30.006	-	-	185	30.006*
Greek	71	19.605	125	1.694	196	21.299*

⁵⁰ A&P Thessaloniki 1905 Report, p.17.

Italian	8	13.282	-	-	8	13.282
Ottoman	200	29.369	1.666	17.279	1.866	46.648*
Russian	47	38.966	-	-	47	38.966
Total	630	296.305	1.791	18.973	2.421	315.278

Table 3: The number and tonnage of steam and sailing ships in 1907 arriving and leaving Kavala Harbor according to the countries⁵¹

It is seen that in 1908 Ottoman ships (92,4%) were mostly arriving at the harbor were sailing ships and Ottoman ships were mostly sailing. The Greek ships were more steamed, and 7,3% of the sailboats belonged to the Greeks. In terms of tonnages, 91,5% belonged to Ottoman and 8,1% belonged to Greek. When looking at the steamships arriving at the harbor, it is seen that the most Ottoman (41,7%) ships came to the harbor, it was followed by ships belonging to Greece (22,2%) and Austria (15,3%). In terms of tonnage, the number of Austrian ships (54,8%) was higher than that of Ottomans (14,7%) and Greece (14,5%). Below is the number of steam and sailing ships and their tonnage in 1908.

States	Steam		Sailing		Total	
	Number	Tonnage	Number	Tonnage	Number	Tonnage
Austria-Hungary	101	146.075	-	-	101	146.075
Danish	1	1.646	-	-	1	1.646
French	4	5.186	-	-	4	5.186
Germany⁵²	119	17.565	-	-	119	17.565
Greek	146	38.792	129	1.608	275	40.400
Italian	7	12.530	-	-	7	12.530
Ottoman⁵³	275	39.157	1.619	18.072	1894	57.229
Russian	5	3.865	-	-	5	3.865
Arabian	-	-	4	65	4	65

⁵¹ A&P Thessaloniki 1908 Report, pp.49-51, Towboats and coasters are included..

⁵² 108 ships, 2.212 tonnage German steamed towboats and coasters are included.

⁵³ 136 ships, 3.992 tonnage Ottoman steamed towboats and coasters are included.

Britain	1	1.724	-	-	1	1.724
Total	659	266.540	1.752	19.745	2.411	286.285

Table 4: The number of steam and sailing ships and their tonnage arriving and leaving Kavala Harbor in 1908⁵⁴

In 1911 mostly Ottoman (99,5%) sailing ships arrived at the harbor. Greek, Italian and Arabic ships were a very minor issue. When we consider the steam vessels, Ottoman (24,4%), Germany (23,5%), Austria (19,3%) Ships and British (11%) Ships came to the harbor for trading. When we look at the steamship tonnages, ship tonnages were in the first place in Austria (61%), Belgium (8,4%), Britain (7,4%) and America (4,3%). Below we see the total number and tonnage of steam and sailing ships entering the Kavala Harbor according to countries in 1911.

States	Steam		Sailing		Total	
	Number	Tonnage	Number	Tonnage	Number	Tonnage
Austria-Hungary	114	216.471	-	-	114	216.471
Belgium	44	29.940	-	-	44	29.940
Britain	65	26.333	-	-	65	26.333
French	3	5.425	-	-	3	5.425
Bulgaria	11	11.160	-	-	11	11.160
Germany⁵⁵	139	14.673	-	-	139	14.673
Greece	4	1.127	3	90	7	1.217
Italy	6	10.862	1	51	7	10.913
Ottoman⁵⁶	144	11.471	2.021	26.344	2.034	31.500
America	43	15.145	-	-	43	15.145
Denmark	4	6.584	-	-	4	6.584
Romania	1	1.426	-	-	1	1.426

⁵⁴ A&P Thessaloniki 1908 Report, p.51.

⁵⁵ 1332 steamed towboats belonged to Germany, tonnage is 3083.

⁵⁶ 131 steamed towboats belonged to Ottoman, tonnage is 6315.

Holland	2	2.969	-	-	2	2.969
Arab	-	-	6	349	6	349
Egypt⁵⁷	11	836	-	-	11	836
Total	591	354.422	2.031	26.834	2.622	381.256

Table 5: The total number and tonnage of steam and sailing ships entering the Kavala Harbor according to countries in 1911⁵⁸

5. Trade in Kavala Harbor

The most important export item of Kavala and its hinterland was tobacco. From the 1860's, all exports to the European market were from Kavala Harbor. On the other hand, all of the shipments to the internal market were made from Karaağaç Harbor⁵⁹.

When we look at the trade between 1904 and 1911, which took place at Kavala Harbor, it is seen that the export numbers were quite high in contrast to other Ottoman ports. Although only 1911 tobacco exports are available, it is encouraging to see that the export rates are 5 times higher than import. Since 1908, exports have increased markedly. In 1907 import fell down. A little higher rate of exports in 1908 was related to the increase in tobacco prices. As a result, 463 tons of tobacco was exported less than in 1907. However, an increase of 24.000 was observed ⁶⁰. Below are the import and export numbers from the Kavala Harbor between 1904 and 1911.

Years	Imports (Sterlin)	Export(Sterlin)
1904	420.540	1.034.620
1905	504.040	877.760
1907	372.076	1.000.065
1908	390.840	1.024.380
1909	447.800	1.867.200
1910	499.620	1.674.000 ⁶¹

⁵⁷ Number of steamed towboats.

⁵⁸ *A&P Thessaloniki 1911 Report*, p.39.

⁵⁹ Arslan, *ibid.*, pp.162-166.

⁶⁰ *A&P Thessaloniki 1909 Report*, p.41.

⁶¹ Belongs to only tobacco export numbers.

1911	463.600	2.440.000 ⁶²
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Table 6: The import and export numbers from the Kavala Harbor between 1904 and 1911⁶³

5.1. Trade By-Products

The most important product exported from Kavala Harbor was tobacco since the first half of the 19th century. Especially after 1840, in Kavala and the hinterland tobacco cultivation gained a great popularity. From 1860 onwards, Kavala showed a rapid development in terms of providing port services to Turmac (Turkish-Macedonian) tobacco grown in the hinterland, especially in the Drama and Iskele districts⁶⁴. The increasing demand in the European markets against the Kavala tobacco enabled many foreign merchants from the British, German and Russian to come to Kavala in person to buy tobacco after 1869. Kavala Consul of Italy was also involved in the tobacco trade. He was closely involved in the trade of the "Berlin Trade House" opened by Germany in Kavala of tobacco and tobacco products produced in the region. Because the Berlin Trade House was processing the real Kavala and Yenice tobacco in the manufacture of cigarettes and trading these tobacco⁶⁵. The constant increase in the reputation and price of Drama tobacco in European markets led farmers to lead towards this product in production. However, tobacco was a product that demands time. As a matter of fact, in order to be able to export tobacco, 18 months were required from March to the next year's month of July. When the export delay is added to this period, this time period can reach 18-19 months⁶⁶. Tobacco became almost the only product in the export of the Kavala region. Highly profitable tobacco quickly moved ahead of the cultivation of cotton, sesame, and grain⁶⁷.

⁶² Just tobacco numbers.

⁶³ *A&P Thessaloniki 1905 Report*, pp.16-18; *A&P Thessaloniki 1907 Report*, pp.40-42, *A&P Thessaloniki 1909 Report*, pp.41-44, *A&P Thessaloniki 1911 Report*, p.39. (For commercial value, the currency is sterling and will not be written after that.)

⁶⁴ Kiel, *ibid*, pp. 60-62.

⁶⁵ Filiz Dıġroġlu, "Selanik Ekonomisinde Unutulmuş Bir Alan: Tütün Üretimi, Ticareti ve Reji (1883-1912)", *Osmanlı Araştırmaları / The Journal of Ottoman Studies*, XLIII (2014), p.245.

⁶⁶ Arslan, *ibid*, p.168; İsmail Arslan, *Selanik'in Gölgesinde Bir Sancak: Drama(1864-1913)*, Bilge Kültür Sanat Yayıncılık, İstanbul, 2010, p.262.

⁶⁷ Dıġroġlu, *ibid*, pp. 229-231.



*Tobacco Transport In Kavala*⁶⁸

When we examine the tobacco export; it is observed that exports generally increased in terms of tons and values over the years. According to the consulate reports; Austria-Hungary got the 4.626 tonnes of the tobacco export in 1908. This amount corresponds to 51,3%. America bought 15,9 % tonnes (1440 tonnes), Egypt bought 7,7 % tonnes (694 tonnes), Germany bought 5,3% tonnes (481 tonnes). In 1911, 49,2% of total kilograms were purchased by Austria-Hungary, 28,6% by America, 8,3% by Italy and 4,7% by Egypt⁶⁹. It is clear that Austria-Hungary, which had steamship voyages to the Kavala, was the main buyer of tobacco. We can also say that tobacco prices increased in 1910. Below are tons and values of tobacco export according to years.

Years	Tobacco export	
	Amount(Ton)	Value
1905	8.665	867.000
1907	9.479	985.865
1908	9.016	1.007.700

⁶⁸ <http://www.lozanmubadilleri.com/eski-kavala-p9-aid,11.html>, 30.6.2018.

⁶⁹ A&P Thessaloniki 1908 Report, pp.51,, A&P Thessaloniki 1911 Report, p.38.

1910	9.153	1.674.000
1911	11.982	2.440.000

Table 7: Tons and values of tobacco export according to the years between 1905 and 1911 from Kavala Harbor⁷⁰

When we look at the vineyards; the least vineyards were in Kavala and Sarışaban in Thessaloniki province⁷¹. In the town, wheat, rye, maize, cotton, elf, tobacco, potatoes and cereals, and vegetables were produced⁷². However, the import numbers below show that Kavala is buying flour from abroad. The people of the town probably should have turned to tobacco, which is more profitable by giving up cultivation of certain products

In 1905, tobacco export had the most important place in quantity and value (98,8%) in Kavala's export. Besides tobacco, other products were insignificant. Tobacco was sold to Austria-Hungary, the United States, the United Kingdom, Italy, and Germany. Leather (0,5%) and cotton (0,1%) were prominent export products. Below is the table of countries and the products, their amount and value that was exported from Kavala in 1905 in value for the amount of products exported from Kavala

Products	Amount(Ton)	Value	Purchased States
Tobacco	8.665	867.000	Mostly Austria-Hungary, America, United Kingdom, Italy and Germany
Abbas	10	360	Turkey
Cotton	30	1.200	Romania
Honey	10	300	Turkey
Horn	200	500	Germany
Olive-oil	20	800	Turkey
Skins	90	4.600	Germany, Austria-Hungary
Rags and bones	-	800	Italy

⁷⁰ A&P Thessaloniki 1905 Report, pp.16-18; A&P Thessaloniki 1907 Report, pp.40-42, A&P Thessaloniki 1908 Report, s.51, A&P Thessaloniki 1911 Report, p.39

⁷¹ 1318(1900) Selanik Vilayet Salnamesi, Selanik Hamidiye Mekteb-i Sanayi Matbaası, p.397.

⁷² 1313(1895) Selanik..., p.451.

Salt fish	25	900	Austria-Hungary, Italy
Soap	10	340	Turkey
Wool	6	200	Turkey
White wax	6	760	Turkey
Total(1905)	-	877.760	
Total(1904)	-	1.034.620	

Table 8: Amount and Value of Export Products in 1905 at Kavala Port and the Countries they sold⁷³

It's seen that by the year 1905, tobacco exports were showing an increase in 1907, 98,6% of exports were tobacco. 0,8 skin, 0,2 wax. Kavala's export products and values for 1907 are listed below.

Products	Amount(Ton)	Value	Purchaser States
Tobacco	9.479	985.865	Mostly Austria-Hungary, America, United Kingdom, Italy and Germany, Turkey, Egypt
Fish(Salted)	-	800	Turkey
Horn	-	1.600	Turkey
Rag	-	1.400	Italy, France
Skins	-	8.000	Germany
Wax	-	2.400	Turkey
Total(1907)	-	1.000.065	
Total(1906)	-	1.123.440	

Table 9: Export Amounts and Values from Kavala Port in 1907 and the Countries they sold⁷⁴

In 1908, tobacco sales increased, while there was no noticeable increase in other products. The countries that bought tobacco were Austria-Hungary, Fin-

⁷³ A&P Thessaloniki 1905 Report, p.17.

⁷⁴ A&P Thessaloniki 1907 Report, p.42

land, Germany, India, Italy, Egypt, Malta, Romania, United Kingdom, USA, Belgium, Cyprus. Below are the products exported from Kavala in 1905, the amount, the value and the countries that bought.

Product	Amount(Ton)	Value	Purchased States
Tobacco	9.016	1.007.700	Mostly Austria-Hungary, Finland, Germany, India, Italy, Egypt, Malta, Romania, United Kingdom, America, Belgium, Cyprus etc.
Fish(Salted)	-	600	Turkey
Horns	-	2.000	Turkey
Rags	-	1.680	Italy, France
Skins	-	10.000	Germany
Wax	-	2.400	Turkey
Total(1908)	-	1.024.380	
Total(1907)	-	1.000.065	

Table 10: Export Amounts and Values from Kavala Port in 1908 and the Countries they Sold ⁷⁵

According to the consular report, by 1904, imports from Kavala increased in 1905. For the Ottoman market, Germany and England were competing with cotton and wool textiles. France and Denmark were in competition with British goods in metals, Italy, Germany and France were in competition with British goods in silk⁷⁶. The products imported from Kavala city were the most flour (12,3%), ready tobacco (9,9%), woolen textiles products (6%), cereal (6,4%), sugar (10,3%) , coffee (4,4%), petroleum (3,7%), soap (3,6%), salt (2,8%) and rice (2,6%). When we look at imported products; besides flour, sugar, textile products and the products that can be luxurious like coffee were imported. Grains as mostly imported from Ottoman lands. Flour came from Bulgaria, Romania, Ottoman. Oil from America, Austria-Hungary, America, Russia; soap came from Ottoman, Greece, Italy, France. Salt came from Turkey and Greece. Woolen textiles

⁷⁵ A&P Thessaloniki 1908 Report, p.50.

⁷⁶ A&P Thessaloniki 1905 Report, pp.16-18.

products came from Germany, United Kingdom. Below are the numbers for imports in 1905.

Products	Amount(Ton)	Values	Purchased Countries
Alcohol	300	7.000	Austria-Hungary, Russia, Greece, Egypt
Butter	10	600	Turkey, Italy, Austria-Hungary, Greece
Beer	105	1.050	Turkey, Germany, Austria-Hungary
Cereals (specially maize)	405	32.040	Turkey
Candle	50	1.200	France, Germany, Belgium
Coffee	360	22.000	Turkey, Italy, Austria-Hungary
Cement	400	1.900	France, Greece
Clothing, Ready made clothing	-	6.000	Germany, Austria-Hungary
Chemical products	-	9.000	United Kingdom, France, Germany
Chinaware	-	5.200	Italy
Cotton yarn	100	8.000	United Kingdom, Greece
Flour	6.200	62.000	Turkey, Bulgaria, Romania
Fruit	600	7.250	Turkey, Italy, Bulgaria
Furniture	-	2.600	Germany, Austria-Hungary, France
Glassware	-	6.000	Almanya, Avusturya-Macaristan, Fransa
Groceries	-	10.000	Italy, France, Germany
Ironware	1.650	13.500	United Kingdom, Belgium, Netherlands

Zinc, Copper, Lead	-	2.000	United Kingdom, Italy, France
Leather	95	11.400	France, Greece, Germany
Liquor, Cognac	-	3.600	Greece, Austria-Hungary, France
Match	-	2.000	Italy, Austria-Hungary, Greece
Nail, tacks	320	3.200	Germany, Austria-Hungary, France
Oil for soap	160	3.200	Greece, Austria-Hungary, France
Olive oil	220	9.000	Turkey, Greece, Italy
Olives	160	3.200	Turkey, Greece
Petroleum	2.500	18.600	America, Austria-Hungary, Russia
Rice	1.110	13.300	England, India, Egypt, Austria-Hungary
Soap	550	18.000	Turkey, Greece, Italy, France
Salt	3.600	14.300	Turkey, Greece
Silk	-	6.300	Germany, United Kingdom, Switzerland
Sugar	3.260	52.000	Austria-Hungary, France, Russia, Germany
Tobacco (Stock)	250	50.000	Turkey
Packing canvas	-	15.000	United Kingdom, Germany, France
Woolen Textiles		30.000	Germany, United Kingdom
Wine	950	7.600	France, Greece, Turkey
Various products	-	46.000	

Total 1905	23.355	504.040	
Total 1904	-	420.540	

Table 11: Tons and Values of Imported Products Made from Kavala Port in 1905 and their Countries ⁷⁷

When we look at the products that were imported in 1908, we found that flour (18,4%), sugar (6,6%), cotton textile (6,1%), canvas (5,1%), rice (4%), salt (3,6%) were the most imported product. Sugar comes mostly from Austria-Hungary, Germany and Russia. Although wheat is produced in the town, it does not meet the need. Flour was bought from Bugaria, France, Russia and Ottoman. Cotton textiles are supplied from the UK, Italy, France, Germany and Austria-Hungary. The tarpaulin comes from the UK and Germany. Rice is supplied from Italy, Austria-Hungary and Egypt. Below are the amounts and the value of imported products and the countries that purchased them in 1908.

Products	Amount(Ton)	Value	Purchased Countries
Alcohol	300	5.000	Austria-Hungary, Russia.
Butter	-	1.600	Italy, Austria-Hungary.
Beer	300	3.600	Turkey, Germany, Austria-Hungary.
Cotton yarn	140	12.400	Turkey, United Kingdom, Italy, Austria-Hungary.
Candle	65	2.560	France, Austria-Hungary, Belgium
Coffee	300	14.000	Turkey, Italy, Austria-Hungary.
Tarpaulin, canvas	-	20.000	United Kingdom, Germany.
Cement	500	2.000	France, Greece, Austria-Hungary

⁷⁷ A&P Thessaloniki 1905 Report, p.18

Clothing, Ready-made clothing	-	6.000	Turkey, Austria-Hungary.
Medicine		7.200	Italy, Germany, France, United Kingdom.
Earthenware	-	5.400	Austria-Hungary, Russia.
Oil, olive	250	12.000	Turkey, Italy, Greece
Metals, nails, tacks	600	6.000	Germany, United Kingdom, Italy.
Ironware	1.300	12.000	Germany, United Kingdom, Belgium.
Flour	5.500	72.000	Turkey, Bulgaria, France, Russia.
Fruit	300	5.200	Turkey, Italy.
Furniture	-	4.000	Italy, Germany, Austria-Hungary, France
Glassware	-	6.000	Italy, Austria-Hungary.
Corn	850	8.000	Turkey
Liqueur	-	1.000	Greece, Turkey, France.
Match	-	2.400	Austria-Hungary, Italy, Germany.
Leather	75	10.800	Austria-Hungary, United Kingdom France.
Sulfur	160	3.280	Turkey
Olives	180	2.800	Turkey, Greece.
Petroleum	350	3.000	Russia, America, Austria-Hungary.
Preserves	-	6.000	Italy, France, Greece, Turkey.
Rice	1.110	17.600	Italy, Egypt, Austria-Hungary
Rope, lap	-	4.000	Bulgaria, Serbia
Salt	3.600	14.400	Turkey

Sesame	30	1.200	Turkey, Greece
Soap	150	4.800	Turkey, Greece, France
Cotton and wool textiles	-	24.000	United Kingdom, Italy, France, Germany, Austria-Hungary.
Stationery	-	6.400	Italy, Germany, Austria-Hungary
Sugar	1.700	26.400	Austria-Hungary, Russia, Germany
Tobacco (Manufactured)	-	2.800	Turkey
Jute	-	16.000	United Kingdom, Austria-Hungary, Germany.
Wine	400	3.000	Turkey, Greece, France.
Woodwork	-	16.000	Turkey, Russia, Romania, Austria-Hungary
Various	-	20.000	
Total 1908	-	390.840	
Total 1907	-	372.076	

Table 12: Tons and Values of Imported Products Made by Kavala Port in 1908 and Countries They Made⁷⁸

In 1911, flour (15,1%), cotton-wool textiles (12%), cotton rope (4,4%), wood-timber (4,3%) and coffee (2,4%) were imported. Flour was purchased from Turkey, Bulgaria, Italy, France; cotton-wool textiles were purchased from the United Kingdom, Italy, Ottoman, France, Germany, Austria-Hungary and Switzerland. Below are the import numbers as product basis for 1911.

Products	Amount(Ton)	Value	Purchased Countries
Alcohol	314	5.120	Austria-Hungary, Russia. Turkey
Butter	29	3.600	Italy, Austria-Hungary

⁷⁸ A&P Thessaloniki 1908 Report, pp.49-51.

Beer	1.176	16.800	Turkey, Germany, Austria-Hungary
Confectionery	59	7.200	France, Germany, Austria-Hungary, United Kingdom
Cotton yarn	216	20.240	Turkey, Italy, Austria-Hungary
Candle	78	2.882	France, Italy, Belgium
Coffee	343	11.200	Turkey, Italy, Austria-Hungary
Medicine and chemical	-	6.800	United Kingdom, Italy, Turkey, Austria-Hungary, France
Flour	6.863	70.000	Turkey, Bulgaria, Italy, France
Fruit	225	4.800	Turkey, Greece, Italy
Hardware and ironware	-	25.200	Austria-Hungary, Turkey, Belgium, Germany
Furniture	-	3.600	Turkey, Australia, Italy
Earthenware and glassware	-	5.800	Austria-Hungary, Turkey and Italy
Leather and hides	88	12.600	Austria-Hungary, Turkey, Germany and Italy
Liqueurets , &c.	-	2.500	France, Turkey, Serbia, Italy, Greece
Match	-	2.800	Austria-Hungary, Belgium, Turkey
Maize	147	880	Turkey
Olive	198	8.800	Turkey, Italy, Greece, United Kingdom
Cotton seed oil	10	400	
Soap Making	150	2.800	
Olives	127	2.600	Ottoman and Greece.
Metals	343	2.720	Germany, United Kingdom, France

Paper	-	7.200	Turkey, Austria-Hungary, Germany, Italy
Petrolium	784	6.000	Romania, Russia, United Kingdom
Provisions		7.200	Ottoman, France, Italy
Rice	1.568	19.200	Italy, Egypt, Austria-Hungary, Ottoman
Rope	-	5.600	Ottoman, Italy, Servia
Salt	3.136	12.800	Turkey
Sesame	245	5.200	Turkey
Soap	127	4.160	Turkey, France
Cotton and wool textiles	-	56.000	The United Kingdom, Italy, Ottoman, France, Germany, Austria-Hungary, Switzerland
Jute	225	16.100	The United Kingdom, Germany, Austria-Hungary, Turkey
Packing cloths	-	16.400	United Kingdom, Germany, Avustria-Hungary, Turkey
Sugar	2.157	35.200	Austria-Hungary, Russia, Germany
Tabocco (Stock)	-	2.000	Turkey
Cannabis	225	16.100	The United Kingdom, Turkey, Austria-Hungary, Germany
Tobacco (Stock)	-	2.000	Ottoman
Wine	216	4.400	Turkey, Greece, France.
Wood and timber	5.539	20.000	Norway, Romania, Ottoman
Yarns(jute)	98	3.600	The United Kingdom, Austria-Hungary, Germany
Various Products	-	12.560	

Total 1911	-	463.600	
Total 1910	-	499.620	

Table 13: Tons and Values of Imported Products Made by Kavala Port in 1911 and Their Countries⁷⁹

6. Kavala Harbor in Transit of the Immigrants

Kavala has grown naturally as well as it got its share with the influence of migration in terms of growth. In the 1877-78 Ottoman-Russian War, some Muslims who were involved in the massacres of the Russians and Bulgarians took the roads. The people were primarily piled up at railway stations. Some people came to Kavala ⁸⁰. These immigrants influenced the expansion of the city. Muslims living in the walled city of Kavala set up new neighborhoods in the eastern part of the village for immigrants. For Muslims who came to town in 1896, the streets located in the northeastern part of the town were distributed to the immigrants with the efforts of the Governor Seyit Bey.¹ This settlement, which had a hundred households, was named Hamidiye Mahallesi ⁸¹.

Kavala Harbor that was commercially important had an important role in the return of the immigrants to Turkey after Ottoman.

The Muslims who had fallen on the roads during the Balkan Wars were trying to get away from the Ottoman territories as soon as possible, by road, rail or sea. Many people who escaped from the various pressures during the Balkan War preferred port cities like Kavala, Thessaloniki, Varna, Alexandroupolis, and Burgas, which were closest to them in order to reach the ships. Many immigrants from the cities mentioned have waited for days in a hungry, thirsty, miserable state in order to be able to cross into Anatolia. Thus, these port towns became centers that exported immigrants and a center for transmitting the immigrants.

Some of those who thought of coming to Anatolia by sea had walked towards Kavala. The roads were not safe at this time, and it was possible to be massacred of the Bulgarians. As a matter of fact, a group of people who escaped from the Bulgarian persecution during the Balkan war came to Kavala. A letter describing the persecution that was sent by a madam living in Kavala to his fat-

⁷⁹ A&P Thessaloniki 1911 Report, pp.37-38.

⁸⁰ H. Yıldırım Aġanoġlu, Osmanlı'dan Cumhuriyet'e Balkanların Makûs Talihi: Göç, İstanbul, 2012, İz Yayıncılık, p.177.

⁸¹ Aġanoġlu, ibid., p.116.

her in Vienna was published in the Vienna newspapers, the persecution of Kavala was described as follows: “The immigrants who came to villages from Kavala, the Bulgarian civil servants, gave them assurance that their lives would be preserved. Despite this, most of the refugees were massacred by Bulgarians”⁸².

Some of the people who could reach the Kavala Harbor were Muslims who migrated from Drama, Nevrekob, and Rapchoz on the Bulgarian invasion. Some Muslims who were able to secure themselves to a safe place were desperate for their Bulgarian brigadier's invasion of Kavala. On the third day of the Bulgarian invasion, most of the immigrants faced starvation. Upon receiving this news, the special steamer of Egyptian Khidivi, El-Mahruse brought 2500 immigrants to Istanbul. Later on, the same steamer moved to Kavala again to transport the other immigrants. Nearly 600 of these immigrants who were brought to Istanbul were transported to Alexandria via the Saidiye steamer of Hidiviye Company. The state reported that they would inform the Egyptian Hidiviye about the way of transport from Kavala to Egypt. Despite this, they moved to Egypt and placed on the farm of Hidiv in Dolmen. Although the number of immigrants in Kavala is not fully known, it can be said that there were not fewer than 20,000⁸³. However, the state tried to refrain from accepting refugees from Western Thrace as much as possible. Because they had hoped that this land would be taken back⁸⁴.

In 1914 a number of Muslims came to Anatolia again through the Kavala Harbor⁸⁵. The Kavala Harbor was also used for the transportation of Muslim gypsies coming from Kavala and Drama. By 1917, the State demanded that Gypsy transportation would be stopped⁸⁶.

As a result of Greece that continued their act of violence during and after World War I. Turks, Turkey' demand of exchange, moved to Lausanne Conference agenda⁸⁷. Due to the exchange issue in Lausanne, on January 30, 1923, a resolution was concluded with the Protocol on the Exchange of Turkish and

⁸² İbid., p.86.

⁸³ Ahmet Halaçoğlu, *Balkan Harbi Sırasında Rumeli'den Türk Göçleri (1912-1913)*, Ankara Üniversitesi Türk İnkılap Tarihi Enstitüsü (Unpublished Doktoral Thesis), Ankara, 1990, pp.74-78.

⁸⁴ Eren Alkan, “Balkan savaşları ve Rumeli'den Türk Göçleri”, https://www.academia.edu/24752838/Balkan_Sava%C5%9Flar%C4%B1_ve_Rumeli-den_T%C3%BCrk_G%C3%B6%C3%A7leri, 5.7.2018, 19.13, pp.20-24.

⁸⁵ Ağanoglu, *ibid.*, p.102.

⁸⁶ Eren Alkan, *ibid.*, pp.20-24.

⁸⁷ Mustafa Sarı, “Mübadele'de Hilal-i Ahmer Cemiyeti'nin Faaliyetleri: Kocaeli Örneği (Ocak-Haziran 1924)”, <http://www.kocaelitarihsempozyumu.com/bildiriler2/41.pdf> ,, p.481.

Greek Cypriots signed between Turkish and Greek representatives⁸⁸. The movements of refugees in the spring of 1924 were considered, but because of Greek oppression and persecution⁸⁹, transportation had to be withdrawn to winter months.

Muslims who set out from the Greek cities were gathering in port cities. These port cities were Thessaloniki, Kavala, and Hanya. On October 10, 1923, an interim committee was formed in Thessaloniki, Kavala, Hanya, and Candia for the realization of the exchange. People in Drama, Sarışaban and surrounding villagers came to Kavala Harbor. Some of those who wanted to get out of the port towards Anatolia came with their animals. The number of animals they brought was over the calculated number. This sometimes caused difficulties because they could not afford the ferry cost. The difference should be met by the Ministry of Public Works and Housing. In this case, the immigrants from Kavala and Thessaloniki would receive 600 cents instead of 400 cents for each animal if immigrants from Kavala and Thessaloniki did not have the full amount of freight with the sign of Prime Minister İsmet İnönü⁹⁰. So the issue was resolved.

People who came from Kavala sometimes had an epidemic. It was also the case that the passengers were not controlled when they had to be controlled at the Kavala embarkment pier. Five thousand measles and six smallpox cases were found among those coming from the Thessaloniki and Kavala embarkment piers⁹¹. In such cases, the measures were taken against the prevalence of the disease and the danger of spreading to Anatolia

From the beginning of the Exchange until July 1924, 43.981 people were brought from Kavala. Until October of 1924, the part of the human dispatch of the exchange was completed to a great extent. On August 1924, the Ministry of Exchange estimated that 60-65 thousand people waiting to be brought to Turkey

⁸⁸ Özlem Yıldız, "Mübadeleyle Gelen Göçmenler ve Alınan Sağlık Önlemleri", *Uluslararası Mübadele Sempozyumu ve Mübadele'nin 94. Yılı Anma Etkinlikleri Bildirileri*(30 January-01 February 2017), Tekirdağ, 2017, pp.245-260; Yücel Bozdağlı, "Türk- Yunan Nüfus Mübadelesi ve Sonuçları", *Türkiye Sosyal Araştırmalar Dergisi*, 18/3(Special Ed.)(January 2014), p.20; Ömer Budak, "Mübadele Meselesi ve Lozan'da Çözümü", *Karadeniz Araştırmaları Dergisi*, 26(2010), p.137.

⁸⁹ Kemal Arı, "Cumhuriyetin İlk Yıllarında Yaşanan Göç Olayları ve Sağlık Hizmetleri", *Atatürk Dönemi Sağlık Tarihi Kongresi (1920-1938), Bildiriler (6-9 Kasım 2007/ İzmir)*, Ege Üniversitesi Basımevi, İzmir, 2009, p.107.

⁹⁰ Kemal Arı, *İzmir'den Bakışla Türk Ticaret-İ Bahriyesi ve Mübadele Gemileri /Lozan'dan Kabotaja*, Deniz Ticaret Odası İzmir Şubesi Yayınları, İzmir, 2008, pp.86-185.

⁹¹ Arı, *ibid.*, p.86.

from all over Greece. Interim commissions in Kavala, Drama, Kayalar, and Kozana were removed. Transport continued from Thessaloniki Harbor⁹². Thus Kavala's population structure changed.

Conclusion

With the industrial revolution and the widespread use of steamships world trade has become increasingly popular in the 19th century. Kavala was located very close to the island of Thassos between the ports of Thessaloniki and Istanbul and was on the road connecting the Mediterranean to the Black Sea. As a result of tobacco cultivation in Kavala and its hinterland, Kavala has become an important port in foreign trade and became a secondary port city with international trade of steam and sailing ships. Despite the fact that a modern harbor was decided to be built, the city, which did not take place and did not get its way from the railways, was trying to increase its trade with merchandise arriving from the highways and the paths.

When we look at the commercial made from Kavala Harbor; in contrast to other Ottoman Harbor, export numbers were quite high. Despite the fact that only 1911 tobacco exports numbers are available, it is quite pleasant to have 5 times higher imports of the same year.

The most important product that is traded in Kavala was tobacco. Other export products were leather, cotton, wax, fish, soap, olive oil, gaberdine, wool. Tobacco accounted for 98 percent of exports. When we look at import products; it is seen that with increasing trade, people were consuming small luxury goods. Products such as coffee, sugar, textile products, cigarettes, drinks, canvas were purchased from different countries. For the Ottoman market, Germany and England were competing with cotton and wool textiles. France and Denmark were in competition with British goods in metals, Italy, Germany, and France were in competition with British goods in silk.

In 1912, the Ottoman Empire lost its crucial harbor Kavala, which marked its hinterland and tobacco trade. However, the Muslim population in Kavala and Drama were brought to Turkey as a result of the population exchange between Greece and Turkey.

⁹² Ibid., p.258.

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