

Sakız Adası'nda Ahalinin Zararına Bir İşletme "Sakız Liman ve Rıhtım Şirketi"

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Sakız Adası bulunduğu konum itibarıyla Cezayir-i Bahr-i Sefid Vilayetinin bir dönem merkezi olmuştur. Özellikle İzmir Sancağına olan yakın konumu ile ticaret yapısı büyük çapta genişleyen bir ivme kazanmıştır. Sakız Adasının ticaretini geliştirmek amacıyla öncelikle limanın temizlenmesi sağlanmak istemiş, süreci liman ve rıhtım inşası izlemiştir. Sakızın vilayet merkezi olma durumunun Rodos Sancağı'na kaymasıyla adanın ticaret yapısının önemini kaybetmemesi düşünülmüştür. Buraya mutasarrıf olarak gelen Namık Kemal limanın inşa ve temizlenmesi işini devletin kendisinin yapmasını arzulamış, imtiyazın yabancılara verilmesine karşı çıkmıştır. Sakız Liman ve Rıhtım şirketinin kurulmasının ardından yüksek vergi alınması nedeniyle şikayetlerin arttığını görürüz. Sakızdaki şirketten kaynaklanan huzursuzluğu gidermek amacıyla devlet şirketin imtiyazı dahilinde olmayan bir yerde Langada 'da yeni bir gümrük binası inşa etmeyi düşünmüştür. Fakat bu duruma şirket, kendisine zarar ettireceği gerekçesiyle karşı çıkmıştır. Devletin anlaşmazlıklar ve şikayetleri çözmek adına ahali ile şirket arasında arabuluculuk yaptığını evraklardan izleyebiliyoruz. Özellikle adanın başlıca tarım ürünleri olan buğday arpa, tütün, meyvecilik, yanında dericilik ve tuz gibi birçok ürünü gümrükte olan bu işleştikten olumsuz etkilenmiştir. Makalemiz Cumhurbaşkanlığı Devlet Arşivleri Osmanlı Arşivi kaynaklarıyla adada limanın inşası ve bu inşanın etrafa olan etkisini, yabancılardan imtiyazındaki şirketin 1895 ten sonra işlemeye başlamasının ardından gümrük vergilendirme sistemine olumsuz etkilerini aktarmayı amaçlamıştır. Cezayir-i Bahr-i Sefid Vilayetinin en önemli adalarından biri olan Sakız Adasının ticari yapısının bu şirketle nasıl bir işleyişe girdiği verilmiştir.

An Enterprise to the Loss of the People in Chios “Chios Port and Dock Company”

Research Article

ABSTRACT

Due to its location, Chios Island was the center of Eyalet (province) of the Archipelago (Eyālet-i Cezāyir-i Baħr-i Sefid in Ottoman Turkish) for a period. Especially with its close location to the Sanjak of Izmir, its trade structure gained momentum and expanded on a large scale. In order to develop the trade of Chios, first of all, the harbor was cleaned, followed by the construction of a port and docks. With the shift of Chios' status as the provincial center to Rhodes, it was thought that the island's trade structure should not lose its importance. Namık Kemal, who came here as mutasarrıf, wanted the state to do the construction and cleaning of the harbor itself and opposed the granting of the concession to foreigners. After the establishment of the Chios Port and Docks Company, complaints about high taxes increased. In order to alleviate the unrest caused by the company in Chios, the government considered building a new customs building in Langada, a place not within the company's concession. But the company objected to this on the grounds that it would cause it losses. We can see from the documents that the state mediated between the community and the company to resolve disputes and grievances. In particular, many of the island's main agricultural products such as wheat, barley, tobacco, fruit, leather and salt have been negatively affected by the customs procedures. With the sources of the Ottoman Archives of the Presidential State Archives, our article aims to convey the construction of the port on the island and its impact on the surrounding area, and the negative effects on the customs taxation system after the foreign concession company started to operate after 1895. It is given how the commercial structure of Chios, one of the most important islands of the Eyalet of the Archipelago, functioned with this company.

KEYWORDS

Eyalet of the Archipelago, Sanjak of Chios, Chios Port and Dock Company, Taxes, Trade.

INTRODUCTION

Chios was one of the most important islands of the Eyalet of the Archipelago(Baykara Taşkaya 2022,p.237-269). It was also an important location, especially with its structure close to the Sanjak of Izmir. Being the center of the province and having a different status from other islands, the existing commercial structure was intended to be made more efficient with the construction of the port.

Chios had many harbors(1303 Cezayir-i Bahr-i Sefid salnamesi ,p. 79-106; Cuinet, 1892, Vol 1, ,p.414-415). It was planned to build a port and a dock on the island and to provide transportation with the tramway that was planned to be built here.¹ Our subject has been the field of study of researchers before (Başaralı ,2012). In the article, we tried to give the effects of the company, which started to operate with the construction of the port, on the island. In this sense, it is tried to explain how the company operated by foreigners affected the island and how these problems were solved. Our research utilizes the archival documents in the Ottoman archive of the Prime Ministry to explain how the port in Chios had an impact on the commercial life and thus on the people and how the administration of the port functioned, and how the island of Chios changed (Kütükoğlu, 2000). after the construction of Port of Izmir in Western Anatolia and the islands, and how the maritime trade was directed to Greece(BOA ,YEE,100,35).

For the first time, with the document dated August 24, 1878 (25 Shaaban 1295) regarding the concession of the port and to whom and how it would be concessioned, the mode of operation of the port began to be discussed. This was intended to be planned according to the commercial profitability of the port (Ceylan - Erturgut,2020,p.3).² For this purpose, the Port of Chios was considered to be declared a free port. In the documents sent from the Eyalet of the Archipelago to the administration of correspondence, there were statements

¹ A harbor was a natural or artificial shelter for ships to take on or offload cargo, to have organizations suitable for loading and unloading passengers, and to shelter them. A dock was a place for watercraft to load and unload, and to take on and take off cargo.

² In today's sense, free ports are special areas that are kept outside the customs zone for the development of the economy due to foreign trade, although they are within the geographical borders of that country, as in Free Zones. Therefore, goods and services arriving at the Free Port do not face import duties and trade is free and unimpeded.

that the construction and organization of the operation of the port of Chios as "Porto Franko" was suitable for this direction. This document was presented to the Council of State and read in the Public Works Office. In the correspondence with the Custom Office, it was stated that while the annual revenue of the Tax of Chios was 1.851251 piasters, with the continuation of tobacco, liquor (muskirat) and other businesses, only 1.300000 such piasters would be lost by putting the port in this shape. As ferries carrying foreign goods docked at local ports and arrived at the piers, such piers levied taxes on goods brought in by the customs administration and various enforcement vehicles. With Chios becoming Porto Franko, goods would be brought to this island and goods that could not be shipped by small boats could be sent duty-free to the coast. After the abolition of land customs, the goods that would be freely shipped in all directions would cause customs revenues to decrease by up to 250,000 kiseks annually through imports. In this sense, there were both beneficial and harmful sides to this work.

1. The island's revenues and taxes would not suffer any loss, but the coastline of the island would remain free. Since the boats would transport goods in all directions, only the townspeople of a boat coming from the coast would benefit from this exemption.
2. Security had to be ensured to prevent smuggling.
3. For the goods to be used by the villages and towns in the customs, a walled area at the entrance of the harbor, the construction of warehouses and stores, and the construction of warehouses and warehouses were requested for the protection and preservation of the goods (BOA, ŞD. / 2342 – 12-2).

It was stated that with the acceptance of the status of the port as "Porto Franko ", the number of commercial officers of Eyalet of the Archipelago would increase, but no work was done to organize them. It was also requested that the treasury should provide the necessary support for the construction and organization of the works(BOA, ŞD. / 2342 – 12-4). The committee was asked to carry out the works, clean the inside of the harbor and make an inspection for the repairs required, and it was emphasized that these processes should be completed before the contract and specifications. The attempt to turn the Port of Chios into a "Porto Franko" i.e. a free trade zone where no customs duties

were levied on ships coming and going from the port, was not approved by the state. Due to the development of trade in Algeria and the need for the establishment of a free port, it was requested that the concession be granted to M. Kalov Foresi on the condition that the Port of Chios be cleaned and repaired and that a dock and port tax be collected(Başaralı, 2012: p. 125).

Namık Kemal emphasized that the old reputation of the province was lost due to the relocation of its center from Chios to Rhodes in 1887 (Örenç, 2006:p.60-65). Especially when he was appointed to Chios as the mutasarrıf, he was most occupied with the repair and cleaning of the harbor, which was of great military and commercial importance. Stating in his letters that 70-80 thousand liras were needed for this work, Kemal emphasized at every opportunity that the concession of Port of Chios should not be given to foreigners(Namık Kemal'in Hususi Mektupları, 2013:p.517). In the letter dated March 22, 1888 (March 10, 1304), he stated that the port project would be submitted to the necessary authorities, especially after the money from the sale of some areas in the region, the capital of which belonged to the state, was approved to be given to the Treasury(Namık Kemal'in Hususi Mektupları, 2013:p.527).

Goods continued to be shipped from certain points of the harbor to locations operating outside the port. The concession for the operation of the harbor would not be granted until 1895.

1. CONCESSIONS

The first document related to the clearing of Chios Harbor and the construction of the docks dates back to 1868. The document dated November 11, 1868 (25 Recep 1285) written to the Ministry of Finance was first discussed in the province for making the island busier, and then it was sent with the special document discussed by the Ministry of Public Works(BOA, İ..ŞD.. 11 – 521).The documents dated December 6, 1868 (20 Sha'ban 1285) written to the province and the Ministry of Finance were referred to the Council of State and it was stated that the decision would be notified to the province(BOA,A.}MKT.MHM. 428 – 90).This work would be postponed until twelve years later.

In the document dated April 27, 1880 (17 cemazievvel 1297), the concession to be granted for the cleaning of the Chios harbor and the construction of a dock was concluded with the petition submitted by Monsieur Kalov Foresi and the draft of the contract and terms and conditions sent to the council of public works and compensation and the concession was sent to the Municipality of Chios. This was a document sent by the Eyalet of the Archipelago to the Ministry. It was stated that this concession, which was planned to be granted to the municipality, was not favored to be granted elsewhere. The Council of State requested that the province's document be discussed and the necessary action be taken. The concession for the construction and repair of the port of Chios and the warehouse stores would be granted to the municipality of Chios, and the cost of repairing these constructions would be contracted with the owners of the capital, provided that the damages and losses would be borne by the parties. A total of 60 thousand liras would be spent, the borrowing of the money would be made with 8% interest, and 10% piasters would be taken from the principal (Re's-ül Mal) annually.³ The document received a week later requested that if the principal and interest fees were insufficient, they should be taken from the general revenue of the municipality, and if the municipality could not do the water work, the government should have it done and the municipality should pay for it. For the taxes and fees to be collected from ports and warehouse stores, it was emphasized that all kinds of provisions and goods would be taxed. It was requested that the municipality be held responsible for the construction if 80 thousand liras were not spent for the places to be made on the map. While it was requested to act in accordance with the provisions of the law, it was also emphasized that concessions should not be granted to some individuals and the municipality should not be left out of the loop. It was stated that the municipality should be given the work by finding the prices that should be discussed by the supervision sent from the Council of State, and that the result of the scientific committee examining this work should be reported to the supervision. In case of rejection of this work, it was requested that the result

³ Warehouse & Bonded Warehouse is a type of commercial warehouse close to customs premises where goods subject to customs duties and taxes are protected and where small complementary operations are carried out if necessary.

be notified to the Eyalet of the Archipelago.(BOA, ŞD. 503 - 14).A year later, we see that the process was still going on. In the document dated June 17, 1881 (19 Rajab 1298), the discussion of the proposals put forward for the establishment of a Credit Consignment Bank in Chios for the repair of the Port of Chios, the collection of port, dock and warehouse tax and the further development of Chios Island continued.⁴ In the document dated July 9, 1882 (June 27, 1298), Monsieur Kalov Foresi stated that the documents, drawings, maps and maps prepared seven years ago for the concession for the construction of the docks were sent to Bab-ı Âli (Sublime Porte). The governor of the Eyalet of the Archipelago stated that there were a number of obstacles in this matter and that the specifications and maps they had sent for the concession to repair and organize the harbor were sent to the Public Work Commission established by the Ministry of Public Works of Council of State. The report of the Public Work Commission on the construction of the harbor through the Chios Municipality was sent.(BOA, ŞD. / 1183 – 9).We can follow from the documents received later that the work did not take place.

In the document dated August 27, 1889 (30 Zilhijce 1306), the port business was considered to be given to different people this time. The terms of the concession granted to Dimitraki of Yenidünya, Tellioglu Atnaş, a merchant of Meazir, and Yani Caluocorossi, a resident of Chios, and the draft of the agreement were issued for 55 years(BOA, A.}DVN.MKL. 30 - 26 -1). Again, we see that this agreement could not be reached.

We see that the port business was now being finalized and some of the items that were important for the state are being renegotiated. This time, different people asked for the concession. Nikolaki Pandelidi from Chios and Konstantin Ilyasko, a banker from Italy. In the Lahiya of the Tax Commissioner dated December 11, 1893 (24 Cemazielahir 1311), it was stated that the decisions of the Public Work Council on customs items were sent to the Minister of Public Works for his review. Article 26 of the contract excluded pine bark and nicotine leaves from the concession and stipulated that their imports had to be shipped out of the debag house located outside the port. The goods that had

⁴ See: Annex 1 BOA, Y..PRK.BŞK. 4 - 86 .Consignment is the process by which one business sends goods to another business to be sold at a predetermined price or according to the conditions of the day.

been exported to the Çayağzı neighborhood until now would continue to be exported tax-free. Apart from the port, all kinds of goods to be landed and loaded at Çayağzı and debag houses would continue to be exported and loaded from there. The approval of the concessionaire Nikolaki Pandelidi of Chios and the Italian banker Konstantin Ilyasko and the adoption of the important clause (fikra-yı marufe) instead of Article 26 were deemed appropriate and the situation was written to the Ministry(BOA, İ.İMT. / 1 - 19 -2). In the document dated May 19, 1894 (24 Zilkade 1312) written by the Minister of Commerce and Public Works, the concession conditions for the port and docks of Chios stipulated a tariff of five piasters for mooring ships from three to six ton liters for six hours or for a period of time, 20 piasters for more than one hour, and 2.5 piasters for boats or boats moored for a period of time, 20 piasters for more than one hour, and the situation should be written to the Ministry. It was written that the draft of the document was forwarded to Rakım Efendi, the director of documents, and that the Imperial Council (Divan-ı Hümayun) was expected to send the copy (BOA, İ.İMT. / 1 - 19 -3). In order to obtain the operating privilege of the port of Chios, the memorandum written to the Ministry of Public Works in response to the document sent by one of the Italians on the certificate of the Council of the State's Tanzimat Office was read in the Council of Deputies (Meclis-i Mahsusu Vükela). From the Erkan-ı Harb Department, it was thought that a harbor was necessary for the geographical position of Chios Island, that this harbor would be very useful for the Eyalet of the Archipelago trade, and that it would increase the public works of the island and make transportation easier. The width of the port was 27 thousand meters and this width was sufficient to accommodate ships and mail ferries. It was emphasized that the main purpose of the port was trade. The harbor was to be built in a place suitable for the repair and shelter of ships. Article 22 of the draft contract requested that the coal warehouse necessary for the steamers be built in the place belonging to the dock office and that this should also be written in the contract due to the high tax on the buoys placed outside the harbor(BOA, İ.İMT. / 1 - 19 -4).

The tender was realized between two individuals. In a document dated August 22, 1894 (19 Safer 1312), one of the Italians who applied to the Ministry of Commerce and Public Works for the concession of cleaning and construction

of Port of Chios was considered to be suitable for the job. Upon the evaluation of the memorandum written in the Tanzimat Department of the Council of State, after the opinion of the Naval Ministry was also taken, it was requested to reconsider some deficiencies and expressions requested to be amended for the contract, specifications and tariff sheets accepted by Abid Efendi and Sakızlı Nikolaki Pandelidi Efendi partners. The situation was written in a memorandum from the Assembly of Public Works. In the discussions held in the Council of Deputies, Abid Efendi's proposal was asked whether a five-year period was appropriate. It was requested to inform the Ministry whether the amount of the dock tax was in line with the taxes of Dersaadet (Gate of Felicity) and Izmir and Beirut docks(BOA, BEO 461 – 34508). One month later, it was requested that whichever of the two suitors, Abid Efendi and Pandelidi Efendi, made a favorable offer be granted the concession and that the withdrawing party not apply for the concession, and that a promissory note be obtained from the party with whom an agreement was reached and the result be notified with a report(BOA, ŞD. 1202 – 10) .⁵ Here we see Abid Efendi withdrawing from the tender. Finally, the work was approved by the Public Works Council with the contract and specifications prepared as a result of the investigations made by the Public Works Council regarding the concession to Nikolaki Pandelidi from Chios and Konstantin Ilyasko, a banker from Italy, who had requested the concession with the contract dated May 20, 1895 (25 zilkade -1312).⁶ The concession for the construction of a new harbor and Pülimar docks in Chios was granted to Nikoladi Pandelidi Efendi of Chios and Banker Kostantin Monsieur İlyasko, a subject of the Italian state, for a period of 55 years with the necessary conditions and was approved by the decision of the Council of State and the Council of Deputies. It was requested that the Imperial Council be given the contract and specification sheets and that the necessary actions be taken(BOA,BEO,613 – 45935). The concession of the Port of Chios was finally granted to the "Société du port et Quais de Chio" company in 1895 for 55 years with the initiatives started since 1868(Hastaoglu, 2010, p.87

⁵ See also : Annex 2.

⁶ The names of the individuals mentioned in the agreement are N.J.Pantélidès and C.Eliasko. The cover of the text of the agreement is "Act de cession du port des Quais et des Tramways De Chio".

7. Documentation of the agreement continued. In the document dated October 28, 1896 (21 cemazievvel 1314) written by the Minister of Commerce and Public Works, the Ministry was requested to process two copies of the contracts, specifications, and the internal regulations of the company to be established with the persons granted a concession for the construction and operation of the port and docks of Chios by the decision of the Council of State, the Council of Deputies. The documents were registered by the justice minister at the Bidayet Court of Gate of Felicity, and it was requested that one copy be given to the parties and the other one be preserved together with the original contract and left to the accounting supervision (BOA, A.}DVN.MKL. 38 – 7-13).

In a document dated January 13, 1898 (19 Shaban 1315), the Minister of Commerce and Public Works notified the Chios Port and Dock Company for irregularities in the contract fee. Tax officers issued a document signed by the local mukhtar and others on the grounds that the company was causing damage to trade. As a result of the investigations made due to complaints about some articles of the concession's contract and specifications, tariffs and procedures, the documents prepared in the Public Works Department were sent to the Sublime Porte. The Custom Administration also asked the commissariat of the Eyalet of the Archipelago to carry out investigations as it required notification (BOA, ŞD. 1211 – 12).

In 1903, the company's employees were listed as operating commissioner, operating director, control officer, 6 officers within the administration, 4 officers within customs, 19 rangers (1321 Cezayir-i Bahr-i Sefid Salnamesi , p.140). The port concession started at the end of the 19th century, and although the municipality was asked to take the lead in this work, the work had to be completed by giving the tender to foreigners. After twenty years, the port started to get back on track, but this time different problems emerged.

⁷ The company was based in Chios and Istanbul. Konstantin Ilyasko, the owner, resided in Istanbul. The founders of the Société du port et Quais de Chio were Konstantin Ilyasko, an important Italian banker in Istanbul and one of the founders of the Bank of Athens, and Nikolaki Pandelis, a merchant from Chios. The plan of the harbor was drawn by E. Burreau and Anthony Matsas. This construction project was carried out by a Chios engineer, a graduate of the Ecole des Ponts et Chaussées, commissioned by France for large-scale public works in the Eastern Mediterranean, and Theodore Koressios, the chief engineer of this company.

2. CONSTRUCTION ACTIVITIES

The construction activities related to the port on the island have been in many different areas. Starting from the construction of the harbor after the concession was granted, there were many ongoing activities. The harbor's organization started in 1895 and was completed in 1900 (Hastaoglou, 2010, p.87).



Map 1 Chios Island (Tournefort, 2005,p.295).

The first document in the archive, dated August 21, 1895 (29 Safer 1313) and written to the Ministry of Commerce and Public Works, was about the expansion and improvement of the depth of the harbor by Nikolaki Pandelidi of Chios and Konstantin Ilyasko, a banker from Italy, who held the concession of Chios Port. In order to evaluate the demands of the inhabitants of Chios to adjust the tariff of the port according to the Izmir Docks, a petition was

submitted on behalf of all the inhabitants of Chios with the seal and signature of Mehmet Tevfik and his companion, and it was requested that the necessary action be taken.(BOA,DH.MKT. 416 – 18)⁸. We see that the port customs were asked to keep the fees affordable for the port's nascent construction activities.

In the document dated September 30, 1868 (12 Cemazeyilahir1285), it was asked what would be done about the idea of filling the harbor and opening the surrounding area for trade, which was also mentioned in the contract. For the cleaning of the harbor of Chios and the construction of a dock, permission was requested to obtain a license for the places that would arise around the harbor and that should be purchased as land in some parts of the island. The Public Works Department of the Council of State was asked to measure the extent of this land and how much it would cost to complete it. It was also asked to report whether there would be any money left over from the planned expenditure after the end of the construction. The survey book and map of the dock would be presented. It was stated that the filling of the stony areas of the island of Chios and the arrangement of the lands around the harbor and the opening of commercial areas for shops and buildings for the use of shops and buildings, although the maps and the exploration book had been issued, the necessary construction had not started and these fees would be carried out by the commission formed by the members of the Government and the local council(BOA, ŞD. / 2339 – 27). In another document, it was reported that the money for the construction of the port was spent elsewhere. In the document dated June 19, 1870 (19 rebiülevvel 1287), it was stated that the document dated June 19, 1870 (19 Rebiülevvel 1287) written by the Eyalet of the Archipelago was sent about the money spent on the construction of the dilapidated government house and the dock expenses of Port of Chios(BOA, ML.EEM. 52 – 26).

In a document dated February 9, 1896 (28 Kanuni sani 1311) written by Governor Abidin in to the Ministry of Internal Affairs, it was stated that the construction of the port and dock in Chios might be obstructed by the local

⁸ The first meaning of a tariff is a schedule showing prices, and the second meaning is a schedule showing the departure and arrival times of vehicles. The definition used here refers to the first meaning of the word, as it was repeatedly recalled in later documents.

authorities. The governor was to inform the Mutasarrıf of Chios that he had been informed of the situation by coded telegram(BOA, DH.ŞFR. 187 – 95).

The construction activities to be carried out by the company started in 1898. The stones for the construction of the harbor were transported from villages. Individuals were asked to pay the tax for these stones on their land. In the document dated January 19, 1898 (2 Sha'ban 1315), information was given about the tax that Yani Maroko's wife Kalyoni would pay to the Company from the land belonging to them in the Bartini area(BOA, BEO 1064 – 79773).3000 metro-wide area was licensed by the company and quarries were opened to bring the stones to the port. The Chios forest cavalry officer was informed to approve the amount of tax to be levied on these stones by the Administration Council. For the work, the stones transported from the quarries around Teyan Village had to be registered with the forest and mining and agriculture supervision to confirm whether they would be exempt from taxation. A document dated July 21, 1897 (July 9, 1313) was sent by the Eyalet of the Archipelago to ask for the tax on the stones extracted from the Bartini quarry and to determine their value by the Ministry. The documents transferred from the Ministry of Internal Affairs to the Council of State were read by the Department of Compensation and discussed by the Ministry of Forestry, Mining and Agriculture. The value of the stones to be used for the construction of the docks was asked to the Ministry of Commerce and Public Works. Although the Mutasarrıflik of Chios was asked how much they cost, no reply was received, and it was stated that the value assessed by the local council administration was valid until a decision was made on the amount of the tax rate. Since the situation was notified to the Mutasarrıflık and the Provincial Forest Inspectorate, it was requested to write to the Eyalet of the Archipelago and to inform the Forest, Mining and Agriculture Supervision, since the stones extracted from the land used by the Kalyoni should be taxed.

On December 25, 1898 (11 Shaaban 1316), the port and docks commissioner's office notified the construction of the Chios port and docks, stating that part of the construction had begun last year and that the remaining parts had been cleared (dredged) and the pavement had been completed. The company was informed that the construction of the pavement and sidewalk was

deemed appropriate by the committee of fenniyye and that an application could be made to the supervision in this regard. On the document received from the commissioner's office, the company decided to work and asked when the commission to be formed would arrive. In this way, it was stated that the construction of a part of the 100-meter wide area for the front of the new customs building, which is the 8th article of the contract, has been completed and the second one has been built enough to accommodate the ship load, goods and goods in a way suitable for the purchase of ships. As shown on the map, the width of the port with the enclosures to be built was to be at least 4 meters from the sea. It was reported that on the 17th day of next Sha'ban al-Sharif, the province accepted the consensus of the Ministry of Commerce and Public Works about the arrival of a scientific committee. Under the auspices of M. Laklar, deputy engineer of the Public Works Administration, a science commission was formed consisting of Mr. Kirkor from the science department, Mr. Selahattin Bey, Commissioner, Mr. Reşit, chief clerk of the Public Works Administration, Mr. Hüsnü Bey, clerk of the roads and bridges (tarik ve maabir idaresi), Mr. Arpor Porovonat, clerk of the translation room, and Mr. Terya, clerkship of mektubi kalem. This delegation's visit to the area was approved by a document dated December 15, 1898 (1 Shaaban 1316) by the deputy on behalf of the Minister of Commerce and Public Works(BOA,İ..TNF. 8 – 1). With the documents received from the Mutasarrıflık, the company was notified that the houses and shops whose fronts were closed after the construction of the dock should be connected with the sea in accordance with Article 4 of the contract, and the water culverts built for these waters were requested to be arranged. The report prepared by the committee of fenniye sent by the Ministry was sent and the decision was requested to be made accordingly. A memorandum from the Ministry of Commerce and Public Works requested notification of what should be done by the emirate (BOA, DH.MKT. 2205 – 84).

The question was what kind of construction policy the company would follow around the historically and militarily important Castle of Chios. In the document dated May 8, 1899 (27 Zilhicce 1316), it was requested that negotiations be held with the Bosphorus Guardianship of the Eyalet of the Archipelago for the construction around the castle, which had not yet been decided and would need to be examined. It was also requested that the

construction of this company be suspended until a decision is made on this matter, and that the company be notified of the suspension and also to be informed about where and what kind of buildings will be built. (BOA, DH.MKT. 2199 – 20). At the end of May, a document written to the Ministry of Public Works by the Minister of War asked about the necessary treatment of the construction of the breakwater to be built by the company for the protection of the harbor and the building planned to be attached to the castle walls. News on the subject was sent by İzmir Artillery Colonel with the document of the artillery district governorate. In the document received from the Deputy the Eyalet of the Archipelago Guard, it was emphasized that there was no decision on the construction of such buildings by the Company in the neighborhoods around the castle and that the work should be canceled for the time being until the necessary decision was taken. It was stated from the War Office of the Imperial Foundry (Tophane-i Amire). Council that the details of the issues to be built by the military would be determined and the district would be notified accordingly, and what type of building would be examined (BOA, BCA, 68 - 3 - 21 / 230-0-0-0). As for the area being built by the company for the coal required for the management of the ships in accordance with Article 22 of the contract, as can be seen on the map given by the port commissioner, it was stated that the area to store 450.100 tons of coal would not meet the need, although it was known that the military was prohibited from building buildings for both coal storage and caulking and storage space. As a result of the negotiations between Ministries of the Navy and Public Works, the construction was postponed.

Another problem for the area around the castle started in 1902 and lasted for four years. The first and most important reason for this problem was again the restriction of the area of the Castle of Chios. In the unrest over the use of the land in the area known as Topaltı, the state said that it was appropriate to build a wooden building there, and that the land not owned by the company should be purchased by the state and given to its owners. In a document dated September 18, 1902 (14 cemazielahir 1320), written by the Minister of Defter-i Hakani (Ottoman Land Registry and Ministry of Cadaster), the company's concessionaire, in contact with the company's deputy, presented a translation to the Consul of Chios for the sale of a 629-arşun plot of land that was planned to be transferred to the company, but the company decided not to purchase it

because it was thought that the concession would be damaged. (BOA, ŞD. 2722 – 19). The Minister of Defer-i Hakani also stated in his document that the concessionaire suffered losses due to the delay in the sale(BOA, ŞD. 2722 – 19-2).The lands were auctioned to Itbovelis Konsolata for 160 Ottoman liras. It was stated that a wooden theater was built in the area close to the quay and with the expansion of this area, the building overflowed onto the quay. It was emphasized that the theater would be sold after protesting the situation, and that the Italian embassy would intervene to demand damages. With the decision of the Tanzimat Department of the Council of State, the theater was dissolved, handed over to the person sold by the company, and the company was asked to take the money to be collected for the accumulated taxes from the place of deposit. The accumulated tax on the land was not paid by Ilyasko of the Chios Docks Company, and this time money was demanded in accordance with the "Tahsil-i Emval Nizamnamesi ". Again, when the fee was not paid, a notice was sent to the company. On June 4, 1903, the Minister of Finance stated that the theater district should be put up for auction and the property should be returned. The decision of the Liva Council for this work was that the company had no legal right to take a deposit and deliver the product directly to the property chest on behalf of the company. In the document dated July 4, 1903 (June 21, 1319), it was requested that no action be taken until a decision was taken by the Council of State on the land to be given to the owner of the Chios Dock Company(BOA,BEO 2105,15786). In the document dated July 8, 1903 (12 rebiülahir 1321) written to the Council of State, the Italian Embassy complained about the payment of the accumulated tax of the Chios Dock Company that the land to be left to Ilyasko would put the company in a bad situation, and requested that the decision to be made on this matter be notified, and the response to the telegram from the province be sent with a mandate. (BOA, BEO, 2110,158208) . In the document dated February 16, 1904 (29 Zilkade 1321) written by the Minister of Foreign Affairs, it was stated that the width of the port was 33 thousand meters and that action would be taken upon the documents of the Ministry regarding the attempt to sell the concession to the Italian Kostanti Ilyasko. According to the document given to the Tanzimat Department, the situation was requested to be examined by the legal advisors

of the Sublime Porte and the decision to be prepared was to be sent to the Council of Deputies quickly (BOA, BEO 2276 – 170698).

In a document dated May 11, 1904 (25 Safer 1322) written to the Ministry of Commerce and Public Works, it was requested that if the land in front of the castle was purchased, its price be examined and returned to the individuals. The Ministry of Foreign Affairs stated that the opinion given to the consultancy by the Tanzimat Department of the Council of State on the attempted sale of the Chios Port and Dock Company to the Italian Kostanti İlyasko was sent. (BOA,BEO 2330 – 174683).According to the document dated June 3, 1904 (19 rebiülevvel 1322), the memorandum written by the Chios Port and Dock Company about the places to be sold to the Italian Kostanti İlyasko, the concessionaire, was examined in line with the negotiations with the Seraskerat, the Ministry of the Navy and the Supervisor of the Imperial Foundry. The contents of the memorandum written by the Tanzimat Department of the Council of State and the Foreign Ministry's Commerce and Public Works memorandum were explained.

In front of the castle, 3778 acres of the 7300 acres of land given by the company in the area called "Topaltı" was sold to the company. It was reported that the part of this land that had not yet been sold because it was a cannon firing range should be purchased by paying half an Ottoman lira for each acre of the land, which was between 40 piasters and 150 piasters(BOA, BEO / 2441 – 183075-3).In the document dated November 4, 1904 (25 Shaaban 1322), the status of the land plots was inquired through a Commerce and Public Works memorandum. These places were to be purchased on behalf of the government for the agreed price, and since there were many buildings built in this area in the past, it was deemed appropriate to purchase them by the state and give them to their owners on the condition that wooden buildings were built on them. The result was reported by the concessionaire's representative(BOA, BEO / 2441 – 183075).In the document dated January 4, 1905 (27 Shawwal 1322) written to the Seraskerat, the concessionaire of the company, Konstantin İlyasko from Italy, wrote that if a building was constructed on the land sold by him, it would block the firing range of the castle and that the castle was old and that it was necessary to reorganize the area by rebuilding trenches

(fortifications). It was stated that the Department of Erkan-1 Harbiye Umumiye should be notified whether a new arrangement was necessary or not, and that the documents given by the Ministry of Commerce and Public Works, and the documents given by the General Directorate of Imperial Foundry should be examined and the Seraskerat would decide on the matter(BOA, BEO 2476 - 185642).The Ministry of Commerce and Public Works requested that the debt of 15.000 piasters demanded by the local officials due to the tax of the accumulated lands be settled by the Fahike Theater Company and given to the suitor through auction, and that the taxes be paid from this money and the rest be given to the company.(BOA, BEO 2476 - 185642 -2).Again, the collection of the tax money from the places where the money was deposited had to be paid and the situation had to be reported to the mabeyn and the Ministry of Defter-i Hakani.

The situation of the trenches important for the castle was also clarified.”
“rıhtım ve liman inşası halinde müteferriatı icap eden mahallerde her çeşit istihkamat inşa olunacağı ve istihkamat müdafaasında muameleler hükümetçe tatil ettirilecek ,istihkamatın inşa ve hedmi masrafı ise devletten karşılanacak ve inşa edilebilecek”.

In the document dated July 2, 1905 (28 rebiülahir -1323) sent to the general artillery and engineering commission, it was requested that the Chios Castle was an old castle and its defense was made of old weapons and that the naval power required for its defense from the islands should be protected. At the time the concession was granted, it was stated that the situation was asked to be inquired from the Imperial Foundry. Article 18 of the concession agreement in the written copy of the contract in the Public Works Supervision, in which the situation was examined. This article, which deals with the construction of fortifications in the docks and harbor, was included in the contract with the opinion and decision of the scientific department; the work was sent to the Sultan and the general artillery and fortification commission(BOA, BEO 2564 – 192267-3).

Since the government could not build the harbor in Chios itself, it had to hand it over to a foreign company, which also had problems with the historic

Chios castle. The Italian embassy also intervened in the troubled situation and the result was resolved as the government wanted.

3. DISPUTES

3.1. Exorbitant Taxation

Unfortunately, Izmir customs were left under the control of the British, French and later the Germans who were involved in this business (Kurmuş,1982:p.158-169). In 1895, the company was asked to charge a tariff similar to other port tariffs. From 1898 onwards, the taxation method applied by the company to incoming goods had disturbed the peace of the people, and unfortunately this issue, which caused constant complaints, could not be resolved and continued until 1915. Although the company stated that the dock tax was imposed in order to adapt to the adjustment in the value of the coins and cited the customs duties imposed in other countries as an example, the government reminded the company that it was obliged to charge a fee on the coins in circulation in the country at the price determined by the treasury.

The dock tax imposed by the company was criticized. In the document dated March 10, 1898 (16 Shawwal 1315), it was requested that the provisions of Article 15 of the specifications were violated and that the specifications should be implemented according to the decision of the Council of State(BOA, ŞD. 1211 – 11 -2). Five days later, in a letter to the Ministry of Commerce and Public Works, the Chios Port and Dock Company was authorized to charge 18.5 piasters for the Mecidiye, but since it would have to accept nineteen piasters, the Council of State was asked to examine this matter in accordance with the notification. Article 15 of the company's charter, dated 12 Şaban 1315 and referred to the Council of State, stated that the concessionaire was obliged to buy money from the coins in circulation in the country at the price determined by the treasury. According to this article, there was no record that the money was purchased according to foreign meskukat, and the company was asked to accept this money since the price was set at 19 piasters based on the decree on mecidiye meskukat, which was 100 piasters, in Ottoman gold. The notification made to the company was reported to the province and referred to the Ministry with a memorandum from the Tanzimat Department.(BOA, BEO 1092 – 81829).

Due to this decision, objections and complaints, a notification was made on 16 August 1898 (28 rabiulevvel 1316) for the company to accept Mecidiye as the berth tax of nineteen cents in the documents written to the Ministry of Internal Affairs, Finance, Commerce and Public Works(BOA, BEO 1177 – 88266).It was stated by the company administration that the coins circulated in the country were divided into two parts: gold and silver, and that the price of silver had fallen considerably. It was emphasized that since the price of the mecrediye dropped by 16 piasters, the difference between the meskukat was eliminated by setting a price of 19 piasters per mecrediye. It was stated that the company was obliged to accept the gold coins in accordance with Article 15 of the terms and conditions, and that the company was obliged to give 200 gold coins to the cashier's office in kind, since the payments to the supervision were made in accordance with Article 5 of the terms and conditions, at the difference price between gold and silver. The Tanzimat Department's memorandum emphasized notifying the company and informing the province. At the end of August, the province was informed that the Chios Port and Docks Company was obliged to charge 19 piasters for the mecrediye and that the people were complaining about this and that the transaction was contrary to the terms and conditions(BOA, DH.MKT. 2098 – 56).

In the document of the chairman of the Chios port and dock company assembly dated February 23, 1899 (11 February 1314) written to the state property office, it was stated that the mecrediye was accepted at the current price of 19 piasters in the precedent companies. It was stated that the decision submitted to the Tanzimat department of the Council of State and notified by the company from the Public Works Supervision was sent in the document. A documentary protest was lodged against the company that the situation contrary to the provisions of the contract would not be accepted. In paragraph 13 of the decree on the organization of the reform of the Council of State, the property department was asked not to apply a tariff different from the tariff specified in the Council of State regulations and the documents were sent to the finance and compensation department(BOA, ŞD. / 2691 – 12-4). The decision was requested to be annulled by the property office to which the documents would be sent for implementation.

As the troubled situation continued, people sent petitions stating that they were suffering losses from trade. In the document dated March 27, 1899 (15 Zilkade 1316) sent from the Ministry of Commerce and Public Works to the Eyalet of the Archipelago, in response to the letter sent to ensure justice, public order and peace in the country as in the whole country, it was stated that this was ensured except for the island of Chios and its surroundings. The Chios Port and Docks Company left the people and merchants in a difficult situation, and although a notification was written to the Grand Vizier about this situation, it was requested that the necessary action be taken(BOA, DH.MKT. 2182 – 86). It was requested to regulate the heavy dock tax that the Company was demanding in violation of the contract and specifications, since the "kermez disease" that had been seen in the lemon and orange orchards on the island for thirty years had already worsened the trade(Taşkaya , 2022,p.250). A petition dated May 15, 1899 (4 Muharram 1317) by Perikli, the representative of the inhabitants of Chios. Another petition was dated February 6, 1901 (16 Shawwal 1318). In the document written to the Commerce and Public Works Supervision, it was stated that trade was going badly due to the exorbitant taxation levied by the company. Upon a petition signed by Çakaki, the deputy of the inhabitants of Chios, it was requested that customs tariffs be applied according to the tariffs of the ports and docks of Izmir and Beirut (BOA, BEO 1614 – 121045).Pursuant to the 15th article, which was also included in the specification, in the document dated August 4, 1899 (26 Rabiulevvel 1317) written to the Ministry of Trade and Public Works, the Tanzimat and Civil Offices were asked to examine the meskukat miri fee. While the company's petition and documents submitted to the Council of State and the documents were sent to the property department, the company was asked to apply article 15 of the company's specifications, and the company was asked to apply the price of 19 piasters mecdiye by the treasury(BOA,BEO 1350 – 101195).

Although the state was trying to find a solution to the troubled situation in various ways, we see that there was no implementation. In the document dated August 26, 1900 (29 Rebiülahir 1318) written by the Minister of Finance to the Council of State, the Council of Finance was asked what could be done about the company's taxes and fees. Based on the calculation of 100 piasters for the Ottoman lira in the Meskukat decree, the price of the mecdiye was set

at 19 piasters. The companies were requested not to use foreign currencies in their specifications. 19 piasters, it was reported to the Ministry that the loss that would be incurred due to the increase in the transportation fee of the companies would be compensated by increasing the transportation fee of the companies, and that the deficiency in the revenues of the companies was already compensated by the state (BOA, ŞD. 1215 - 10 -7).

Since the company did not take any steps, the company was given a deadline and threateningly stated that a tax administration would be established elsewhere. The company was asked to reduce tariff taxation within three months from the date of notification to the company due to the obstruction of trade, and to prepare a project to notify the neighborhood in this way. In the document dated August 18, 1904 (6 Cemazeyilahir 1322), it was requested to inform them that if the company did not accept the situation, another customs building would be constructed in a place called Langada, which was outside the company's concession, and the trade goods would be exported from there. For this purpose, the decision was communicated to the Council of Mahsus-u Vukela, and the regulations were notified to the Tax Emirate. In the Karyada, where the new police station was to be located, it was planned to demolish the houses to be expropriated and to build a building etc. on an abandoned place, and to have officers and a police station for protection. The need for 152.5000 flawed piasters for their expenses was notified to the tax emirate and the necessary action was requested(BOA, BEO 2392 – 179389)

The Chamber of Commerce of Chios also reacted to the excessive taxation. In a letter dated August 28, 1905 (August 15, 1321) to the Ministry of Commerce and Public Works, the port and port administration were asked to free the purchase and sale of trade goods. It was stated that a letter from the Chios Chamber of Commerce was sent to compel the Chios Port and Docks Company to reduce the exorbitant prices(BOA, BEO 2701 - 202539)..

It was stated that the taxation they want the company to apply was already being applied in other similar companies. In a document dated February 18, 1906 (23 zilhicja 1323), the Minister of Trade and Public Works stated that some companies, such as Dersaadet Dock and Water Companies and Adana, Konya, Thessaloniki and Dersaadet connected (iltisak) railroads,

were collecting their taxes at 18.5 piasters majidi based on a provision written in their specifications. The situation of the Chios Port and Dock Company was re-examined by the Council of State upon the continuation of the complaints (BOA, ŞD. / 1222 – 73-2). It seems that there was no institution on the island that did not complain about the company, and in a document dated April 1, 1909 (10 rebiulevvel 1327), the Ministry of Commerce and Nafia requested that the heavy tariff imposed by the company be adjusted according to the tax levied by the Izmir or Beirut dock companies. A telegram was sent with the signature of the deputies of the merchants of Chios for the return of the 1800 liras taken from the trade goods as a deposit by the company until the acceptance of the tariff by the government was approved and the necessary action was requested (BOA, DH.MKT. 2783 - 32). The governor of the province also complained about the company, citing similar practices in other provinces. In the document dated January 17, 1911 (4 kanuni sani 1326) sent by the governor of Eyalet of the Archipelago to the Ministry of Commerce and Public Works, it was requested to remedy the excessive taxes levied by the company when compared to the taxes levied in some other provinces (BOA, BEO 3847 – 288487).

In a document dated July 22, 1906 (30 cemazielevvel 1324), the Ministry of Commerce and Public Works was asked to investigate the actions of the Chios Docks Company against the provisions of the contract to the detriment of the country. It was stated that these should be written down article by article and organized in the form of a booklet, and that the necessary actions should be taken in accordance with the letter from the Mutasarrıflık of Sakız (BOA, BEO,3347,250959).

We see that the company did not solve the tax problem, but also created other problems. In the document dated 7 August 1906 (16 Cemazeyilahir 1324), which was written under the supervision of Commerce and Public Works, although the import and export of leather and flour factories produced in Chios were excluded from the dock tax, the Chios Port and Dock Company prevented their tax-free sale, so the supervision was requested to provide information. (BOA,BEO 2886 - 216405).

In a telegram dated October 31, 1908 (5 Shawwal 1326) to the province, the situation of the Chios Dock Company was reported to the Ministry of Public

Works and it was requested that no illegal action be taken until the matter was concluded and that the previous notifications be implemented. (BOA,DH.MKT. 2641 - 81).On the same date, it was reported that it was not possible for the merchants and tradesmen in Chios to accept paying high taxes to the Dock Company and that the provisions of the charter should be amended(BOA, DH.MKT. 2642 – 51).

In a document dated March 31, 1909 (9 Rabiulevvel 1327), the Chios Port and Dock Company was asked to refund the exorbitant taxes on the goods and crops sold by the inhabitants of Chios and the boats sailing to and from the port, as well as the fees collected from the trade as a deposit. A telegram signed by many people on behalf of the inhabitants of Chios was sent to ensure the implementation of the decision of the Council of State on the opening of the port of Langada, since imports and exports were being prevented at the Cayagzi and Yukaribag piers. In the negotiations with the Public Works supervision and the tax emancipation office, the company was asked to forgive the situation that was found to be contrary to the specifications(BOA,BEO / 3525 – 264374).On May 6, 1909 (15 Rabiulahir 1327), a telegram was sent to the Ministry of Commerce and Public Works as a reply to the memorandum received from the Ministry of Commerce and Public Works as a result of the negotiations held with the company manager and the Tax Office, and the necessary action was requested. It was stated that an application was made by the commercial representatives of Chios for the amendment of the said tariff, claiming that the company was levying an exorbitant tax on commercial commodities, etc., on a heavy tariff that has no analogues anywhere else(BOA,DH.MKT. / 2804 – 80).

The situation notified to the head of the Chamber of Deputies (Meclis-i Mebusan) was discussed by the Council of Deputies and the situation was notified by a telegram dated March 12, 1910 (29 Safer 1328). As a result of the negotiations that took place upon the applications and complaints about the tax levied on the company in violation of the specifications, the document was sent to the Ministry of Commerce and Public Works(BOA, BEO 3717 – 278745).In the document dated February 10, 1915 (25 Rabiulevvel 1333), it was stated that the law of the inhabitants would be protected and the company

would be relieved with the resolution of this situation, and it was requested to act according to the old notification(BOA, ŞD, 494,14).

The foreign company, to which the state determined the conditions in the contract and handed over the port, came to the agenda with constant complaints in the archive documents; it also disturbed the state and citizens and kept them busy for a long time. The fact that the complaints continued for thirteen years shows that the state was helpless in this matter. In May 1910, a decision was issued stating that the company could not reduce the tax. For this purpose, the members of the local chamber of commerce and a few merchants were asked to meet with the company and ensure that a discount was offered. It was requested to notify the Ministry of Commerce and Public Works and the neighborhood, to inform the general directorate of internal affairs and to inform the Ministry of Finance (BOA, MV. 140 – 17and BOA,BEO / 3754 – 281513).

3.2. Customs Distress and Some Exceptions

The high taxation of the company led to individual complaints on some agricultural products, and the state specified the amount of tax to be levied on each product individually, as was done in other ports.

The first institution that the company had problems with was the Reji (Ottoman Tobacco Company) Administration. The tax levied on the tobacco packages sent by the Chios Port and Dock Company from Izmir to the island of Chios caused problems. In the document dated 27 August 1897 (28 Rebiülevvel 1315), which the Minister of Internal Affairs wrote to Council of State, it was stated that the Company's receipt of a 12 and a half piasters Dock Tax for each hundred new kilos (kıyye)⁹ of the tobacco packages with banderol sent from the İzmir Reji Ministry was against the regulations of the directorate. In order to resolve the dispute, it was requested that the documents given by the directorate of the regi directorate of Chios and received from the Eyalet of the Archipelago were sent(BOA, ŞD. 2356 - 16 -3). In a document dated January 28, 1898 (5 Ramadan 1315), the Minister of Commerce and Public Works

⁹ *Kıyye (Okka)* is a measure of weight used in the past. It is also called Kıyye-i atika. It is now 1282 grams. Kallek ,2007,p.338-339.

requested that the state exempt tobacco from the dock tax and that no other tax other than the product tax be levied on tobacco. It was stated that there were some exceptions for this situation, which was made due to the benefit in the Reji specifications. It was stated that tobacco was charged for the construction of the Beirut port and dock company in order to ensure safety due to export and import works and to complete the works more easily. The fact that the exemption did not also cover the dock tax was also confirmed by the Tanzimat Department of Council of State. It was stated that the tax demand of the Chios dock company was based on the same issue. Documents were also sent from the Public Works Administration to the Reji Administration. (BOA, ŞD. 2356 - 16 -4). In a document dated January 28, 1898 (5 Ramadan 1315), the Minister of Commerce and Public Works confirmed the tobacco tax exemption. This opinion was approved by the Tanzimat Department of the Council of State. Since the Chios port and dock company was demanding a tax, a notification was made by the tobacco administration that the issue was the same and that no dock tax should be levied on tobacco products. The necessary response was also requested from the Public Works department (BOA, ŞD. / 2356 - 11).

Another document was about the tax on tobacco. In the document dated June 16, 1898 (26 Muharrem 1316) written to the Ministry of Interior, Public Works, and Finance, the decision of the Council of State on the dock tax to be levied by the company on tobacco was reported. (BOA, BEO 1143 - 85656). Due to the dispute between the Beirut dock company and the Reji Company, it was stated that since the provision regarding the exemption of the products of the Reji Administration from all duties does not cover the dock tax mentioned in the contract, the tobacco products sold from the docks should be subject to the dock tax. It was requested that the amount of the tax to be levied be included in the leaf cigarettes of Reji cigarettes, since the amount of the tax to be levied was applied to the most expensive goods that were not included in the tariff. It was stated that the intake of leaf cigarettes was unacceptably higher than that of Reji cigarettes. It was reminded that since the application of Reji cigarettes to leaf cigarettes could not be compared, they are more similar to total and included in the tariff and were damaged. Compared to tobacco, a tax of two piasters must be collected from each hundred kilograms of Reji products to be

sold at the dock. It was stated that the tax to be levied by the dock company on Reji products would be appropriate. Notification of this to the Eyalet of the Archipelago; it was requested that the result be sent to the Reji Administration, the company, the Ministry of Finance and Ministry of Commerce and the Public Works. In a document dated July 25, 1898 (6 Rabiulevvel 1316), the Minister of Commerce and Public Works stated that the Company was awaiting the decision of the Tanzimat Department of Council of State due to the disputes arising from the dock tax demanded by the company on packets of reji tobacco to be sold from the port. The decree stipulated that tobacco to be sold from the docks should be taxed at 2 piasters per 100 kilograms compared to cigarettes, and 12.5 piasters per 100 new (cedid) kilos of cigarettes, according to the tariff that was always charged at the Chios docks. The company levied a tax of 12 piasters for each 100 cedit kilos of tobacco and cigarettes. In the letter received from the company, although the Chios Reji officials requested a tax of 2 piasters, the tariff was applied. Based on the notification received from the commissariat, it was requested to make the notification and inform the supervision(BOA, ŞD. 1212 – 26). The decision was in favor of the company.

The petition dated May 14, 1899 (3 Muharram -1317) signed by Fettah of Chios to the Council of State was sent to the Ministry and to the Eyalet of the Archipelago. A memorandum written in the Tanzimat Department, based on the situation notified to the Ministry, charged one piaster for each bushel of wheat (hinta) and 20 money for each bushel of corn and oats. It was reported that this situation caused great harm to those engaged in trade and that local trade suffered due to the heavy taxes. After reviewing the tariffs, it was requested that the taxes should be in line with those applied by the companies, similar to those in other ports. It was stated that the company is taxed with a number of problems other than the tax agreement, and that such a port and dock facility in Chios created problems. In the negotiations with the company, it was requested to investigate the way to find the appropriate rate required by the treasury for the tax and to report the result and to inform the supervision(BOA,BEO 1310 – 98213).

In the document he wrote to the province dated November 1, 1900 (19 Teşrinievvel 1316), the Mutasarrif stated that the Council responded to Council

of State. In a document written to the Chios Customs Administration and to the Port and Company Commissioner of Chios, the dock tax imposed on 41 different goods within six months was requested to be refunded to the individuals. The ship "Sefain" tax was taken as "Abonman" and an application was made to the Ministry of Commerce and Public Works and it was requested that the discount would be applied as "Abon", that all companies would benefit and that the work be approved. It was also requested to write to the Chamber of Commerce.¹⁰ The draft copy of the Tax Schedule was sent with the Chamber of Commerce's report. Stating that he had only been the Mutasarrif for a few months, the Mutasarrif stated that he would follow up on any complaints that arose during this period.

Since salt was a product of the Public Debt Administration (Düyun-ı Umumiye İdaresi), the Company requested that it not be taxed. The report of the department of finance and education was read by the general assembly and sent to the Public Debt Administration. The salts were asked to be exempt from the dock tax at which they were sold in order to promote trade. In addition to the fact that there was a clause to this effect in the company's specifications, which was also approved by the decision of the Council of State, it was also requested that the Ministry of Finance be notified of this situation by notifying the Commissariat of Public Debt Administration and that no tax could be collected in accordance with Article 13 of the salt instructions. On September 16, 1912 (4 Shawwal -1330), the exemption was also reminded. (BOA,ŞD. 459 -17).

Some practices carried out by Chios Port and Docks Company within the port were also the subject of complaints. In the document dated June 7, 1899 (Muharram 27, 1317) written to the province, it was stated that, according to Article 19 of the company's charter, land forces (asker-i berriye) and navy, gendarmerie, gendarme, police, prisoners, prisoners and customs officers would not be charged timar and dock tax. Since it was written that lighthouse officers could not be exempt from port and dock tax, it was stated that exemption from port and dock tax would not be necessary in accordance with

¹⁰ BOA, ŞD. / 2691 – 12-5. On November 4, 1909 (20 Shawwal 1327), another separate document was sent. Abonman is an agreement between a seller or public organization and buyers, its continuation. BOA, ŞD. 1226 - 34 -76.

Article 8 of the lighthouse regulation. Upon the document written to the Ministry of Commerce and Public Works, the situation was reported to the Tanzimat Department of the Council of State. It was also requested that the Naval Administration be informed about this matter(BOA, DH.MKT. 2208 – 110).In a document dated June 12, 1907 (1 cemazielevvel 1325), the Minister of Commerce and Public Works stated that the tax levied by the Chios Port Docks Company was also levied on the passengers of ships that did not dock at the Chios docks, but that one of the Greek ships did not pay the tax. In this regard, a document dated 30 September 1906 and 17 September 1322 was sent to the memorandum, which was organized by the Council of Commerce and Public Works. The Ministry had not yet been informed of a decision. In a telegram from the dock commissioner's office, a Greek citizen informed Consul Kuvass that he had informed him that he would not pay the tax demanded by the company. It was reported that the police intervened in this exemption and letters received later indicated that the number of those who did not pay taxes in this way was steadily increasing. While asking for the necessary action to be taken, it was stated that the situation should be given to the situation as a result of the application made by the company, that various problems would arise if this situation continued, and that this situation would continue until the decision to be taken on the Council of Public Works memorandum based on the opinion of the Greek consul Kuvass, and that the Eyalet of the Archipelago was asked to notify the situation by telegram(BOA,BEO / 3103 – 232684).

4. ALTERNATIVE CUSTOM OFFICES AND LANGADA

Langada (Lagada) was a bay in the northeast of Chios, facing the island of Koyun, closed to the breeze and open to the easterly winds. Here, apart from the main port of the island, a new customs building was built on the beach one and a half hours away from the town of Chios. The reason for the decision to operate this place was the high amount of taxes the company received. The company was repeatedly asked to reduce taxation, the company was given a certain amount of time and notified, but the bad trade forced the company to establish a customs building elsewhere.

Since the main source of income of the island was agriculture and the marketing of these products, the people always complained about the excessive taxes levied by the company. In a document dated December 13, 1897 (18 Rajab 1315) written to the Ministry of Commerce and Public Works, it was stated that the Chios Port and Docks Company expanded its income and area contrary to what was written in the contract and landed trade goods and agricultural crops in a number of ports outside its concession. The transportation and sale of factory leather (debbeghane) products from these ports and wharves were blocked, and it was requested that these ports and wharves be free to trade as before(BOA, BEO 1052 – 78879).

This time the Custom Office of Chios prevented the goods loaded by some towns from areas outside the company. Some petitions dated December 10, 1898 (26 Rajab 1316) were submitted by the inhabitants of Musta and Limnoz and Lata towns. It was stated that there was a problem due to the excuse of allowing the entry and exit of goods from the places outside the company under the inspection and supervision of the tax officer and rangers. It was requested that the goods loaded at the port of Nokta, with the certificates going with Sığra, and the goods loaded and sold from Küçüksığan from other places be allowed to be exported via large ships if they can be processed and loaded into the warehouses. It was also stated that the merchant requested that the goods going out of the country be processed through the customs of Chios, and that the merchant had filed a protest to this effect (BOA, DH.MKT. 2146 – 64).The petitions received by the local merchants to the Custom Office also asked for the approval of the province that this work was appropriate and that the Council of State examination would be appropriate. In the document dated May 16, 1899 (5 Muharram 1317), it was stated that the import and export of goods from the places outside the concession of the company under the supervision of the officers and rangers of the customs department had been permitted in the past, but this time the Directorate of the Customs Department of Chios was prevented. The inhabitants of the towns of Musta, Limnoz and Lata sent a petition to the Mutasarriflik of Sakız and the Eyalet of the Archipelago, stating that the export of goods to the port of Langada was abolished and that only the goods with certificates going on small ships and the goods loaded on small boats from the surrounding areas were being processed, since the customs

administration officer there was obliged to guard them. Like the Chios customs, it was stated that the appointment of a customs committee and the construction of warehouses for the storage of goods would be quite costly. In a telegram sent to the province with the decision of the cemiyet-i rüsumiye, it was stated that the goods coming from foreign countries were sent through the customs of Chios and that the protest made by the merchants in this way was unnecessary and that the export of goods to foreign countries should be prevented(BOA, ŞD. 590 – 9). In the document dated June 19, 1899 (9 Safer 1317) written by the Custom Office and Eyalet of the Archipelago, it was requested to notify the custody of the necessary information and to inform the province and the custody and to do the necessary according to the report from the Civil Administration Department of the Council of State (BOA, DH.MKT. 2212 – 51).

In the document dated May 10, 1899 (29 Zilhicce 1316), the company could not intervene in the areas outside the company's privilege due to the excessive taxation imposed by the company, and the import and export of goods from the port of Langada was deemed inappropriate by the company. Although the company had been informed, it was deemed inappropriate to place a toll collector and gendarmerie officer in Langada harbor. The deputy of the Eyalet of the Archipelago sent the Council of State's inquiry from the Mutasarrıf of Chios dated December 5, 1900 (12 şaban 1318) with the report of the Chamber of Commerce of Chios(BOA, ŞD. 2359 – 29 and BOA, ŞD. 2359 – 29-2).On the same subject, in the document written to the Supervisor of Custom Office and the province on May 22, 1899 (10 muharrem 1317), a report was sent to the custodian from the chamber of commerce of Chios since the opening of the port of Langada and the investigations made by the chamber of commerce and the application made by the locality did not interfere with the provisions of the concession to import and export goods from here outside the concession of the company and it was up to the custodian to take the necessary measures for the benefit of the country(BOA, DH.MKT. 2205 – 84).

In the document dated February 1, 1903 (14 Zilkade -1321), it is stated that the opening of a customs building in Langada would be to the detriment of the company to continue the tax collection upon the complaint made in the

memorandum written by the Inspection Committee in the Civil Affairs Department of the Council of State. For this work, it was requested to wait three months from the date of notification, to make a project to facilitate local trade in this way, which would need to be reduced from the tax application, and to notify the company. The company and the Ministry of Commerce and Public Works were to be notified of the cost of the customs building to be constructed in Langada.(BOA,MV. 108 – 66). In a document dated March 8, 1904 (20 Zilhijja 1321), the Ministry of Commerce and Public Works wrote to the Custom Office to convince the company to charge a more moderate tax due to the deterioration of trade as a result of the excessive tax. The decision of the Council of State on the notification of the costs of the exploration of Langada had already been stated (BOA, BEO 2287 – 171518). In the document written to the Mutasarrif of Chios dated on December 17, 1905 (19 Shawwal 1323) and in the document written by Cemil Pasha, Mutasarrif of Chios (BOA, BEO / 2722 – 204105) on December 15, 1905 (17 Shawwal 1323, it was requested that the high tax be reduced, and in the content of the memorandum given to the Council of State, the opening of Langada and the decision to be notified as soon as possible(BOA, BEO, 2767 – 207489).

According to a document dated March 20, 1906 (24 Muharram 1324) written to Commerce and Public Works and Custom Office, the amendment of the tax levied by the company on products consisting of 37 different items was not sufficiently reduced, which had little positive effect on trade. Some miscellaneous goods were taxed on the grounds that they were permitted (mubih) when they were not. It was stated that the 5% discount from the molds of lemons, oranges and tangerines among the items that were discounted made the trade, which is the basic livelihood of the people, even worse. Since the construction of a customs office at Langada had already been undertaken and the harbor was suitable for the loading of domestic and foreign goods, it was deemed more in the interest of the country to establish a customs office there, unless the company found it favorable to make amendments and reductions in the schedule drawn up to the benefit of both parties. The situation was reported to the Ministry of Commerce and Public Works, and the Ministry was asked to take appropriate action. It was stated that a total of 29,602 piasters would be levied annually, one coin for each kilogram of wheat and half a coin for each

kilogram of barley and oats. However, it was stated that the reduction of the tariff was 40 times more than before, and that the local trade was in a bad situation as products such as raw and finished leather and rubber from the places called debbaghane, Pozveltı and ayaęzı, which were located outside the port, were taxed despite the provisions of the contract. It was requested that if necessary, the return of the overcharged taxes made to the reduction office would be requested from the tax office, and if not, the supervision was asked to notify the company (BOA, BEO 2786 – 208887). In a document dated May 20, 1906 (26 rebiülevvel 1324) to the Ministry of Commerce and Public Works, it was stated that nothing came out of the tax reduction(BOA, BEO 2831 – 212309). In a document dated June 19, 1907 (8 cemazıevvel 1325), the head of the Council of State requested that the customs officer of the customs office add one or two more officers to the port and that the trade goods be transported from here with the appropriate customs, which was also approved by the island's chamber of commerce. As a result of the examinations made on the documents of the Eyalet of the Archipelago that were sent to the Council of State, they were discussed by the Council of Deputies and the decision of the Property Department was conveyed to the Sultan(BOA, BEO ,2653 – 198940-32).

In the document of the Minister of Commerce and Public Works dated September 11, 1908 (14 Sha'ban 1326), the Public Works Administration was informed that the negotiations sent to the director of the company by the custodian of the customs were being held and that the customs building established in Langada should not operate until a result was obtained. The Langada building was put on hold as negotiations with the company continue. Four days later, a document from the Public Works Supervision was sent to the Custom Office due to complaints and troubles(BOA, BEO / 3386 – 253891 and BOA, BEO / 3396 – 254679-2).

In the document dated April 7, 1909 (16-rabiulevvel -1327) written to the Ministry of Commerce and Public Works, it was stated that imports and exports were prevented in this way from the piers that were left free, and that the Council of State took action to open the Port of Langada, and that the demands of the people in this direction were also conveyed by telegraph. It was

reported that the company did not want to return the exorbitant amount of money taken from the merchants by way of taxes and deposits on the goods and crops passed through the docks and the boats passing through the harbor, and that the locals demanded that the Port of Langada, which was decided to be opened, be opened as soon as possible.(BOA, DH.MKT. 2789 - 21 -2).In the document dated July 16, 1909 (27-Jemazielevvel 1323) written to the Mutasarrıflık of Chios, it was stated that the company would continue for ten years based on the 29th article of the contract in the report issued by the Council of State property department during the negotiations held upon the notification made to the company. Although it was asked to make a discount from this tariff, it was stated that the company would lose money if the condition clause was applied and it was requested not to establish a new custom department (BOA, BEO ,2653 – 198940).

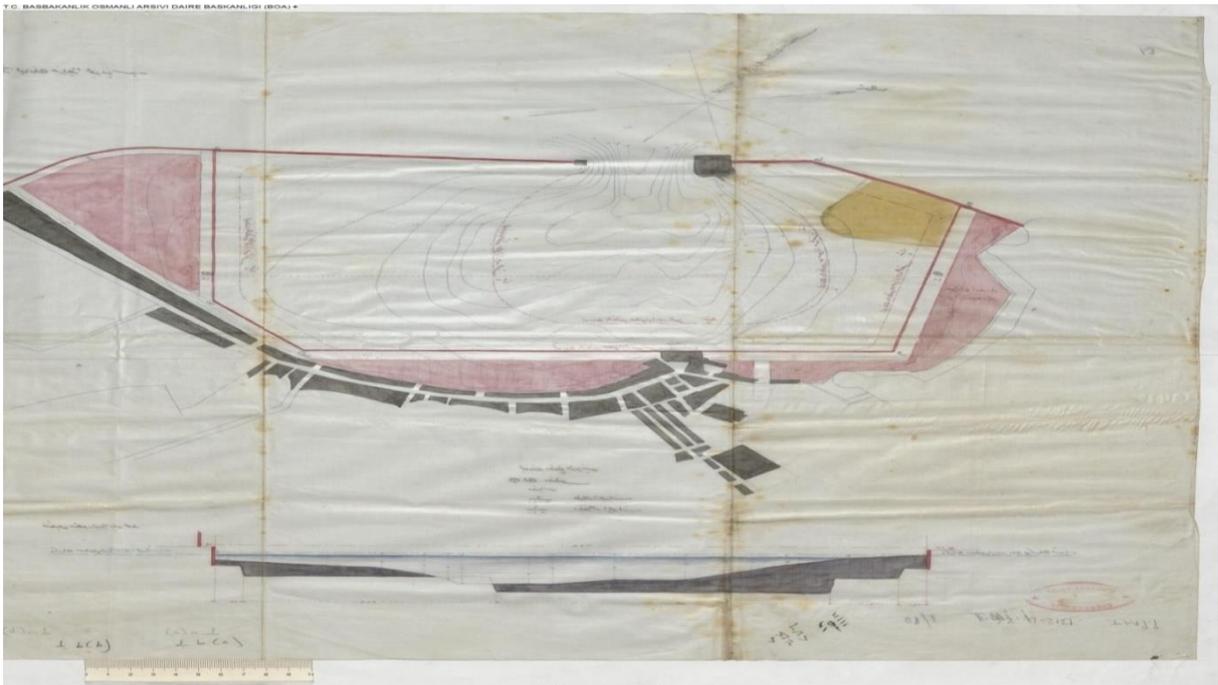
On May 16, 1910 (6 cemazielevvel 1328) the examination carried out on the memorandum of the Ministry of Commerce and Public Works was stated in the memorandum prepared by the Council of State Public Works and the Ministry of Education and Finance and sent as an attachment from the general committee. It was requested that the tax levied by the company be regulated or that a customs office be established in Langada, and that the dispute between the company and the barge and boatmen over the mooring fee be resolved. It was stated that the company's deduction would be 10% of the capital spent annually in accordance with Article 29 of the contract, 20% of miscellaneous revenues, 32% of export duties and 85% of transit tax, and 30% of annual earnings, of which the company had already deducted 30%, and would deduct a further amount from the remainder. It was requested that customs procedures in Langada and various other places should be prevented. A declaration tax from the second tax office requested that no tax transactions be allowed on goods and debbaghanes. Passengers traveling to and from the third dock to the ferry and from the ferry to the docks would have to be refunded the tax that had been levied for fifteen years. It was stated that the company was over-taxed on trade goods. It was stated that this situation was also accepted by the government, and that the 1800 gold liras taken as a deposit until the final decision was made had not been returned for twelve years from the ships that entered the port and did not dock, and from the passengers departing and

arriving from it. It was stated that the boats carrying trade goods to and from the ferries in the harbor were charged for mooring several times when they should have been charged for mooring tax only once for the number of times they went back and forth within six hours according to the specifications. It was reported that the company taxed the goods imported and exported to the Yukarıçay and Çayağzı wharves on the grounds that there was no record of the goods in the documents it received from the tax office, while the finished and unfinished leather, pine bark, timber, wheat, coal, nicotine leaves and matvin products were all subject to taxation. Since the Port of Langada was excluded from the port and dock concession and there were no port and harbor administrations there, the port was complained about and asked to adjust its tariffs according to the tariffs of Izmir or Beirut. Since the products in dispute were exported to the debbaghanes in Çayağzına outside the first port and the concessionary sale of Haniskin salt among the goods exported from there was sold from the Yukarıyol location, it was stated that the taxation outside the Chios customs office continued from the beginning of 1882 until 1895, when the port and docks were opened. Again, these five-year notebooks were asked to be examined. It was requested that the goods coming to the debbaghane location and manufactured there, 47 items of different materials, nicotine leaves and acorns were exported from there on various dates, pine bark, acorns and nicotine leaves were not shown in the book given by the company, and that the old order in Article 26, which regulates the degree of authority on all kinds of commodities and goods, should continue. It was stated that the company's claims that there were no tax items for the goods registered, either intentionally or inadvertently, were irrelevant and that the Haniskin salt was sold from there.

Since the decision taken by the council of deputies should be accepted, it should be abandoned since it is included in the contract; it was requested to continue to collect taxes from other passengers, both directly and indirectly from the ship to the dock and from the dock to the ship, and to fulfill the requirements of the contract. The company's return of the money received as a deposit until the construction of the Langada port, the dispute arising from the mooring fee, the complaint that it was applied to the goods and commodities imported and exported from Chios, and the excess tax in the tariff were approved by the government. The difference between the old tax and the

equivalent tax would be refunded, and the company's commitment would be notified to the merchant through documents (ilm-ü haber). The company was also asked not to revise the tax it would pay in the future. It was stated that the customs in Langada would cause smuggling activities and that the government would have the right to do so, since Article 29 of the concession agreement stipulated that if the annual revenue exceeded 10% of the actual capital, the tariffs would have to be reorganized. It was also stated that the company could not deduct the tax, despite insisting on the amendment of the tariff of 4% and 5% of the former revenue and the reduction of the tax. As for the mooring tax, it was stated that it can be deducted from the "2nd time mooring to the dock" in the marked section of the company's tariff, since a boat and barge must pay tax separately for each trip, no matter how many times it went and came. For this purpose, the members of the local chamber of commerce and a few merchants were asked to meet with the company and ensure that a discount was offered. It was requested to inform the Ministry of Commerce and Public Works, management of the locality, the General Directorate of Internal Revenue, and the Ministry of Finance(BOA, MV. 140 – 17). A week later the same paperwork was repeated. (BOA,BEO / 3754 – 281513).

The commercial damage of the island was prioritized above all else. On January 10, 1911 (16-Muharram 1329), the Ministry of Finance wrote to the



Ministry of Commerce and Public Works requesting the expansion and renovation of the Custom Office in Langada. It was requested to take the actions specified in the telegram that the memorandum organized in the general assembly of the province for the construction was sent, and that it was already known that the company received high taxes to the Ministry of Finance and Ministry of Commerce and Public Works (BOA, BEO 3846 – 288423). In the document dated May 4, 1911 (25 Cemazeyilevvel 1329) written to the Ministry of Internal Affairs, it was stated that the memorandum issued by the general assembly of the province was sent and the documents received from the provincial attorney's office were reported to the Finance Ministry (BOA, BEO 3897 – 292212). The situation was repeated in the last document dated August 17, 1911 (21 Şaban 1329) written to the Ministry of Internal Affairs (BOA, BEO, 3929 – 294639). The company opposed the tax reduction on the grounds that it was not profitable. Since 1898, Langada, whose name had always been mentioned in the documents, had been used as a threat to the company; unfortunately, it had never been put into operation despite the request for the exploration books.

Map 2: Chios Port Construction Map (BOA, İ..İMT. / 1 - 19 -13).

5. TAXATION

Apart from the dock tax levied by the company, we have found it more appropriate to present two taxes that have been the subject of controversy under a separate heading.

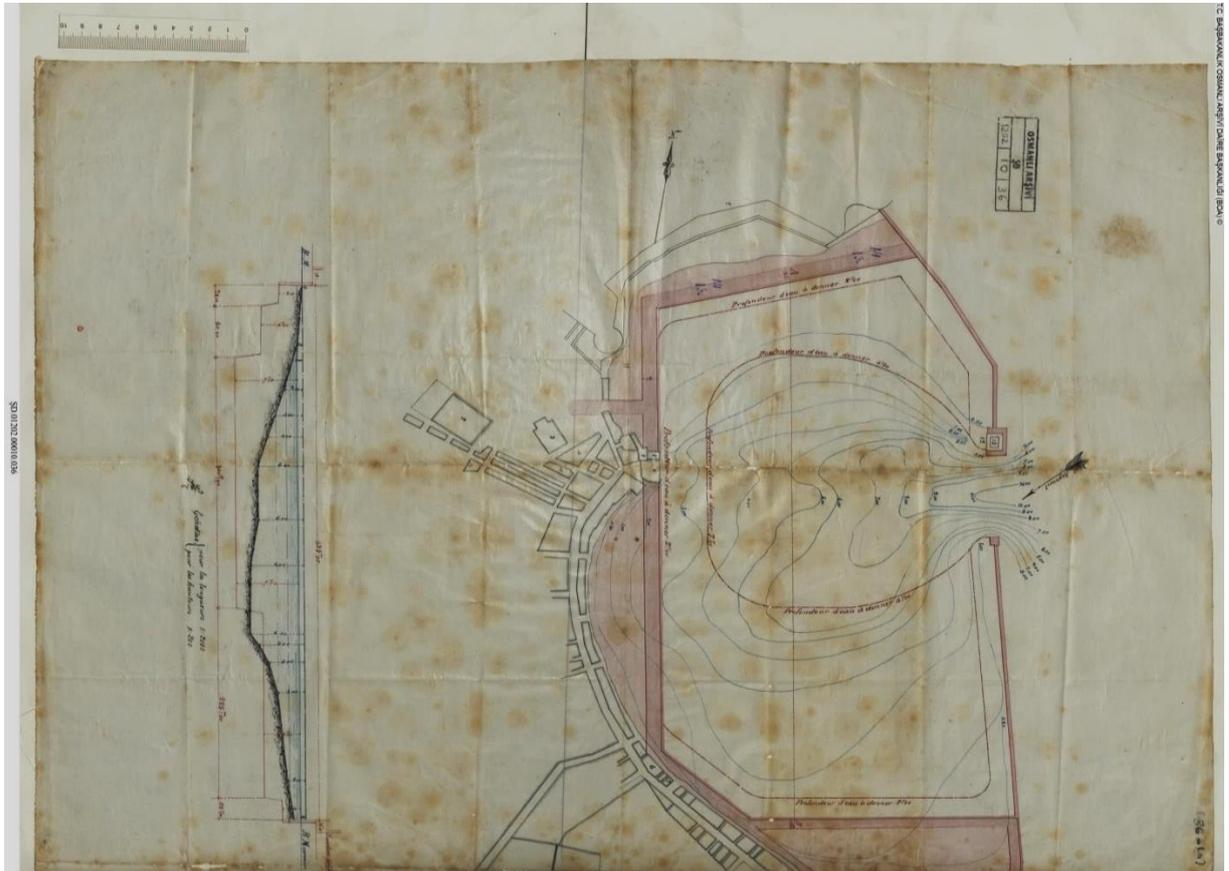
5.1. Dividend Tax

With the Tanzimat, the principle of taxation on earnings was realized with the Dividend tax. For this purpose, in 1858, provisions were included in the survey instructions asking for the annual earnings of those engaged in trade and art. (Eldem, 1970,p.167-168).

In the document dated July 11, 1903 (15 rebiülahir 1321), the request of Ilyasko, the Chairman of the Board of Directors of the Sardis Port and Docks Company, stating that the demand for dividend tax from them would cause

them to be victimized, was processed. However, a notice was sent from the accountant's office in Chios that the dividend tax of 2400 liras, which had been accumulated for five years, would be postponed for eight days. Following the correspondence on whether the joint stock company would be subject to dividend tax, it was requested that the Ministry of Finance be informed about the situation since no documents had yet been received(BOA, BEO 2111 – 158311).

In the document dated September 21, 1903 (28 cemazielhir 1321), it was stated that the company's capital and its employees (müstahdem) were subject to real estate and dividend tax and that the tax could not be levied on the company's capital. The Ministry was also asked about the taxes collected, if there were any and which ones. It was stated that there were companies where dividend tax was levied, and that the levy of this tax was based on the review of the Council of State and the contract, and that Article 1 of the contract stipulated that the company's capital and assets should be subject to tax, which prompted the supervision to apply such a situation. It was also stated by the company's attorneys that this article stipulates that joint stock companies were not subject to dividend tax. It was argued that there was no



dividend tax in Article 1 of the company's articles of association, and that there was no place for it in either the articles of association or the transaction, since the order regulating the dividend tax to be collected from companies had not yet been executed (BOA,MV. 107 – 54) . In the contracts of other companies, it was understood that dividends would not be taken from the capital, but in the contracts of the Chios Port and Dock Company, it was stated that it was necessary to collect dividend tax from its capital, and the Council of State's property department was asked to investigate the matter.

Map 3: Chios Port Construction Map (BOA, ŞD, 1202-10)

It was understood that the company and its employees were subject to dividend tax and it was requested to ask the local authorities how this tax would be collected. It was stated in the Tanzimat department's memorandum referred from the Ministry of Finance to the Council of State that the company did not want to be taxed on dividends like some other examples, but objections were raised even though it was intended to collect taxes from these companies. It was asked that some of the tax collection companies did not object and which ones were taxed. As a result of its examination, the Council of State stated that the dividend was included in the contract. The statements of Chios Port and Dock Company and other companies regarding the dividend tax dated 10 March 1904 (22 Zilhijce 1321) were given in the copy of the general assembly of the province memorandum(BOA, ŞD. 2734 – 1) Since it was stated that the company's capital and income were subject to tax according to Article 7 of the contract, the supervision was asked to inquire about this matter. It was reported to the Ministry that there was no dividend tax in the article, and that the company argued that there was no need for a contract and transaction, although there was no law on the taxation of companies yet. The Ministry of Trade and Public Works was asked to investigate the situation where taxes would be collected from other companies from the Civil Service Office of Council of State.

When we look at the articles of association, there is a very clear record in Article 29 that dividends are requested(BOA, Y..PRK.TNF,4,22).¹¹

¹¹ Article of the contract made .

The company did not want to pay dividend tax, and as a result of the investigations, the company was asked to examine whether this was included in the contract, but the tax was demanded from the company.

5.2. The Never-ending Fight: Mooring Tax

Mooring taxes cover the fees to be collected for the service of sheltering the ships in the docks, piers, buoys or anchorages belonging to others within the breakwater until their work are completed. How much should be paid has been a matter of debate since 1894. The preamble of the treaty mentions the tax collection clause:

It was mentioned as¹² “rıhtıma gelecek sefain-i ticariyye mavna ve sandallardan ve bu sefainden rıhtıma gidüp çıkan yolculardan ve sefaine tahmil ve tahliye (?) eşya ve hayvanat ve saireden rıhtım şirketince ber mucib-i tarife-yi resm” (BOA, Y..PRK.TNF,4,22)

As a result of the negotiations with the company, in the document dated May 28, 1908 (26-rabiulahir 1326) from the Ministry of Commerce and Public Works, it was stated that 2 piasters dock tax would be collected from all ships entering and leaving the docks in the memorandum sent from the property department arranged to the Tanzimat Department of the Council of State. It was requested that all boats and boats departing from the docks be charged a dock tax and that passengers who did not make proper use of the docks should not pay this fee. It was stated that the dock tax is not collected from those who do not go to the docks by boat. In the memorandum of the Ministry of Commerce and Public Works, the Chios Dock company was asked to levy a tax on the boats and passengers going to the docks, and not to levy a tax on those who did not dock in Chios. The report issued by the review committee (Heyet-i teftişi) was sent to property department of the Council of State and the Council of Deputies. As the company continued to charge excessive taxes in this way, it was requested that the tariff be reduced to normal within three months from the date of the notification and that a project be made to relieve the trade in this way, and with the company's refusal to accept the notification, a customs

¹² For the introductory part of the contract.

building was requested from the trade district to be built in Langada within the company's concession. It was ensured that this building was surveyed and the situation was notified to the Ministry(BOA, MV. 119 – 36).

In the content of the memorandum issued by the general assembly of the province for not taxing those who did not dock at the docks and those who left by boat, an article explaining how the company acted to the detriment of the people, despite being against the company's contract, was sent to the Mutasarrif of Chios with a document dated June 11, 1908 (11 cemazielevel 1326). In the document dated August 27, 1908 (August 14, 1324) written to the Ministry of Internal Affairs, it was stated that the Company had ceased to pay the mooring tax to the bargemen who removed the merchants' goods from the ferries, and that the measures taken to pay the tax by giving necessary advice to the bargemen and boatmen tradesmen and agencies had borne fruit. In the contract, it was stated that the situation was communicated to the commissioner four years ago with a decision of the council-administration in the same manner in order for the government to take action against such problems arising between the individuals and the company. It was stated that the action to be taken by the government would be to allow the sale of trade goods without reducing the tax or not to do business with the company. In both cases, it was reported that the tax tariff would again cause unrest, as those already complaining about the company would have their trade disrupted (BOA, DH.MKT. 1296 - 60 -2). The Minister of Commerce and Public Works requested that the government's action be notified according to the reply received from the Mutasarriflik of Chios. Mr. Sami Bey, who was the acting governor, wrote to the Ministry of Public Works dated September 9, 1908 (August 27, 13248), stating that documents such as the protest document would not be taken into consideration by the company (BOA, DH.MKT. 1296 - 60 -3).

In the document dated June 15, 1908 (15 cemazielevel 1326) written to the Ministry of Commerce and Public Works, a memorandum containing statements about the negotiations with the company was sent to the Civil Service (Mülkiye) with reference to the Tanzimat department of the Council of State. In the documents sent from the Council of Deputies to the Tanzimat Department, it was stated that although the tax of 2 piasters each was being

collected from the passengers of the ships that did not dock at the Chios dock, both the decree and the tariff should distinguish between the passengers of small watercraft such as Nassiri Harimi and dinghies and those who docked at the dock. It was stated that this tax was registered to be collected from the passengers of the ships going to the docks and the passengers going to the docks and entering the ship again from the docks. A notification was made from the supervision to tax the passengers who went to the dock by boat and rowboat, not to charge the passengers of the ships and vehicles that did not dock at the dock, in short, not to charge those who did not use the dock in this way(BOA, BEO / 3334 – 250050).

It was written to the Ministry of Public Works to discuss the work that should have been arranged according to the document dated September 9, 1908 (12 Sha'ban 1326) of the Minister of Internal Affairs and written to the Eyalet of the Archipelago on September 8, 1908 (August 26, 1324). It was stated that the barge (mayna) and boat tradesmen should continue to pay the mooring tax they had previously paid to the Company and that the local government would examine the situation and take measures if necessary(BOA,DH.MKT. 2613 – 155) .¹³ One month later, the Minister of Commerce and Public Works sent a document to the Ministry of Internal Affairs requesting the Governorate of the province to take the necessary action since the company reported that the government would be asked for the damages incurred by the company due to the company's failure to pay the mooring fees of the barge and dinghy tradesmen. The measures to be taken were asked to be mobilized quickly. It was reported to the province that the company's right to collect the tax was in the contract and that the necessary action should be taken and complaints and coercion should cease(BOA, DH.MKT. 2631 - 18 BOA, DH.MKT. 2672 – 41).

In the documents dated December 1908 (7 Zilkade 1326) and January 17, 1909 (24 Zilhijce 1326), it was emphasized that the provisions of the company's contract should be examined to determine what measures the province should take. Neither the province nor the ministry could find a solution to this problem (BOA, DH.MKT. 2709 – 96). One day later, the

¹³ Barges (maynas) are large undecked boats that bring cargo to and from the near shores and ships anchored far from the harbor .

documents written to the Ministry of Commerce and Public Works stated that the petition submitted to the Council of State had been sent and notified to the Mutasarriflik. A petition submitted by Mr. Ilyasko, the head of the council administration, was also sent to the Assembly. The Chios Harbor and Dock Company was asked to be allowed to collect the tax and to re-investigate the company's mooring fee (BOA, BEO / 3473 – 260469). Five days later, a letter was sent to the Ministry of Commerce and Public Works stating that the tax had been abolished for more than three months due to the order in the provisions of the contract, and that the Ministry of Commerce and Public Works was requested to inform how to act to resolve the dispute (BOA, DH.MKT. / 2690 – 57).

In the same year, a document dated November 20, 1909 (7 Zilkade 1327) requested that the tax continue to be collected. In order to settle the mooring fee dispute in the province, it was requested that the matter to be discussed by the Council of State be completed. After the opening of the port, it was stated that the company would not pay the taxes it had tried to collect in accordance with the specifications and contract, and that the bargainers used the docks of the port and tied their boats and barges to the buoys and docks. Although it was necessary for the government to prevent it, it was requested that some useful measures in this direction be taken according to the laws and rules in force. The local government's correspondence on the subject continued with the Ministry of Commerce and Public Works (BOA, DH.MUI. / 26 – 30).

On May 16, 1910 (6 cemazzelevvel 1328), taxation was streamlined. As for the mooring tax, it was stated that it could be deducted since the "salisen docking" in the marked paragraph of the company's tariff required a boat and barge to pay tax separately for each trip, no matter how many times it went and came. For this purpose, the members of the local chamber of commerce and a few merchants were asked to meet with the company and ensure that a discount was offered. It was ensured that the Directorate of Commerce and Public Works and the location was notified, the Ministry of Internal Affairs and the Directorate of Customs was informed and it was reported to the Ministry of Finance. On May 23, 1910 (13- cemazeyilevel

1328) the same documents were sent(BOA, MV. 140 – 17 and BOA,BEO / 3754 – 281513).That was the end of this troubling issue.

Interventions were made in cases where the mooring tax was not paid. In a memorandum dated October 25, 1911 (2 Zilkade 1329), the Minister of Commerce and Public Works requested the police to collect the taxes from the passengers arriving at the port of Chios after the passengers failed to pay them. It was reported that those who did not pay the tax of 2 piasters each for those entering and leaving the docks would be fined by the Zaptiah officer, and that the matter would be sent to the prosecutor (müdde-yi umumilik) of the island and prosecution would be requested. It was requested by the Zaptiah officers to prohibit the goods leaving the docks without paying taxes, this situation caused complaints by the company, and it was requested that individuals should not be allowed to violate the law in this way(BOA, DH.İD.. 9 – 9-23)14.

During the negotiations and correspondence with the company, this tax, which was included in the contract, continued to be collected despite the state's pressure, and the company did not make any payment for the retroactive taxes. The company found it appropriate to make some reductions in the mooring tax.

CONCLUSION

Chios Island's location as the provincial center of Eyalet of the Archipelago and its proximity to the Sanjak of İzmir increased the contribution of the island's agricultural products and processed goods to the economy. It is also a fact that the people of the island established their own merchant fleet, generating huge revenues in trade. The cleaning and construction of the harbor came to the agenda at the end of the XIX century and the municipality was asked to take the lead in this work. The work, for which all documents, specifications and contracts were prepared, was tendered to Nikolaki Pandelidi of Chios and Konstantin Ilyasko, a banker of Italian nationality. Twenty years later, the port was put in order, but this time different problems arose. The construction of the port, the construction of warehouses and the

¹⁴ Ta'kibāt means taking action against the offender and investigating the degree of guilt.

operationalization of the port took about five years from 1895, when the tender was awarded. During the construction of the harbor, the company gave the lands used by the company to other individuals, which caused problems as some of the areas used by the Chios Castle were blocked with the involvement of the Italian consulate.

After the port started to operate, both the taxes levied on the products and the taxes levied on the vehicles docked at the docks increased the company's difficulties with the state. The complaints of the inhabitants of Chios increased even more when the trade was carried out with over-taxed customs and the agricultural products obtained decreased due to the climate and agricultural diseases.¹⁵ The company stated that it was making a loss and did not want to consider the tariffs of the neighboring ports. The state's role as a mediator between the company and the islanders was very effective in resolving the situation, reducing the tax on 47 different products. This reduction was not deemed sufficient. The company's troubled situation was further complicated by the fact that the company had also blocked the places where it was free to export products, which was included in the contract. After the notification to the company, the establishment of another customs office was considered. The company also opposed the functioning of Langada port as a customs port. The site called Langada was also preferred because it was close to the town, and since 1898, its name has been used as a threat against the company as a customs building, which was intended to start functioning in the documents. Unfortunately, even though the exploration books of this building were thought to be issued, it could not be put into operation. Although the company did not want to pay dividend tax on its income, the state did not accept this situation and wanted to collect the tax. Although the company's request to collect the mooring tax was in the company's contract, it was implemented in a way that was easier for the tradesmen who earned money from this business.

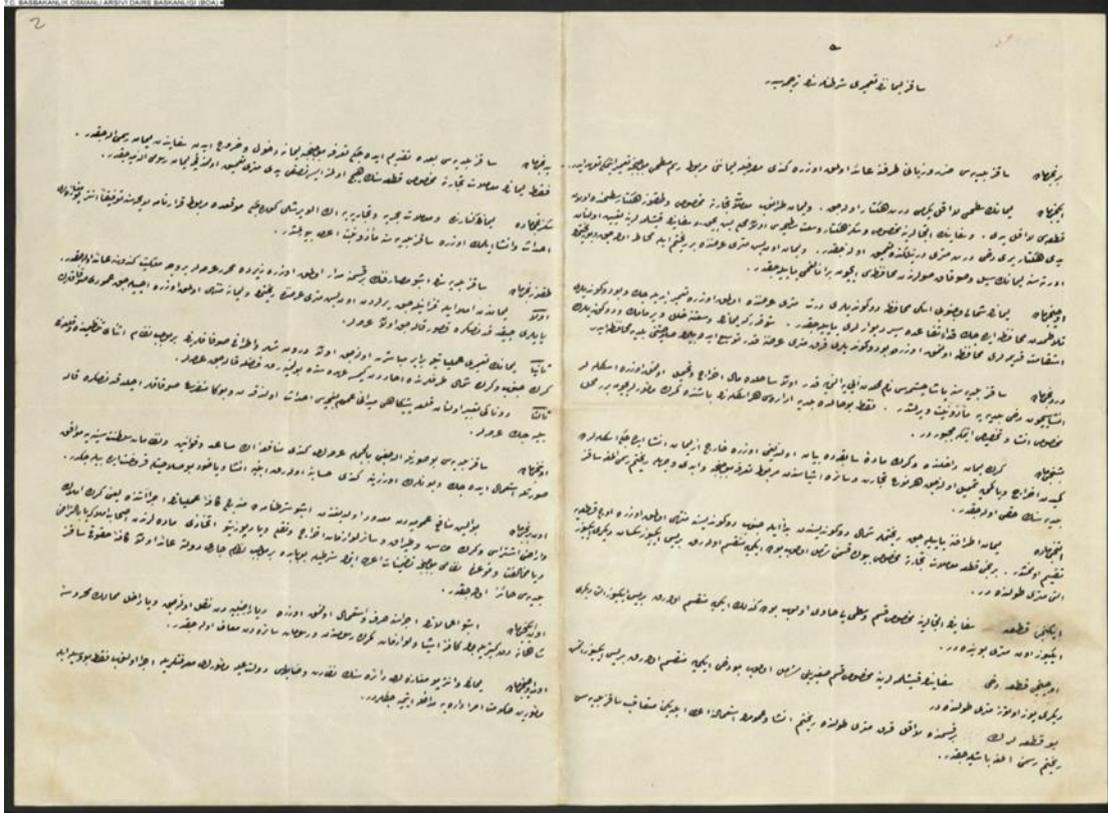
With more than a hundred documents in the Ottoman Archives of the State Archives of the Presidency of the Republic of Turkey, the activities of the construction of ports and docks in order to regain the reputation lost due to the decline in the strategic importance of the Sancak of Chios, which was

¹⁵ For the island's agricultural products .

Takvim-i Vekayi

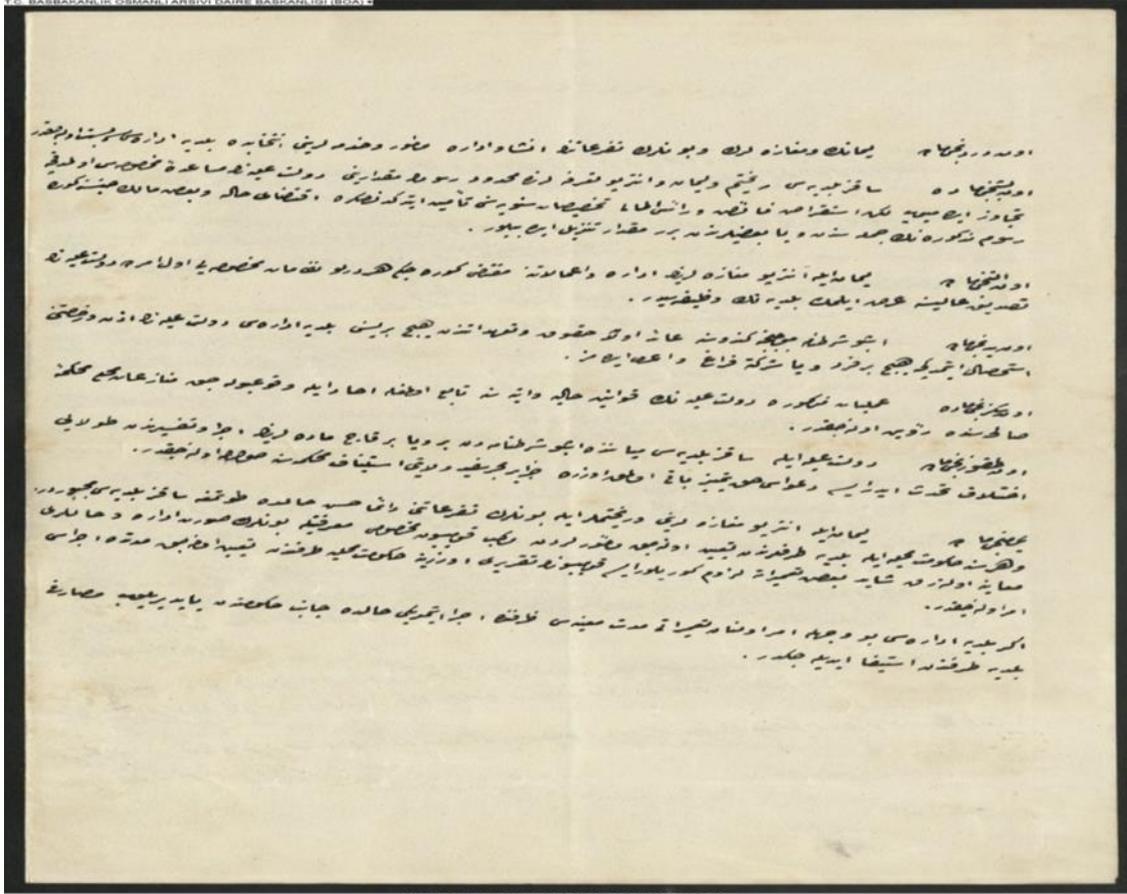
once the center of Eyalet of the Archipelago, are explained. While trying to revive the commercial life that had shifted to Greece, the customs system, which had reached a deadlock with the port concession granted to a foreign company, was tried to be given in the Chios Port and Dock Company.

Annex 1 BOA, Y..PRK.BŞK. / 4 – 86-9 Sakız limanının tamirinin şartname tercümesidir.



Y.PRK.BŞK.00004.00086.009

Takvim-i Vekayi



Y.PRK.BŞK.00004.00086.009

Annex 1 BOA, Y..PRK.BŞK. / 4 – 86-9

Sakız Limanın tamiri şartname tercümesidir.

1.Madde :Sakız belediyesi zarar ve ziyarı tarafına aid olmak üzere kendi masrafiyla limanın merbut resm-i -u sathi mucibince tamir etmekle tahaddüd eder.

2.Madde :Limanın sathi lakall 24 hektar olacak ve liman taranub muamelat –ı ticarete mahsusu ve 9 hektara satıhtan olan katimesi lakall 7 ve sefainin ilticalarına mahsusu sakız hektar vüsat-ı sathiyesi olan mahal 5,5 ve sefainin kışlamalarına tayin olunan 7 hektar 7 dahi dört metro derinliğinde tamik olacaktır.Ve liman 15 metro arzında bir rıhtım ile muhat olacak ve bu rıhtımın ortasına limanın sel ve sokak sularından muhafazası için bir ana lağımı yapılacaktır.

3.Madde Liman şimal cenubi eski muhafaza düğünderliği metro arzında olmak üzere tamir edilecek ve bu düğündirek tarafımdan muhafaza edilecek kadar irtifainde siper duvarları yapılacaktır. Şu kadar ki limanın vüsatine hanel vermemek ve düğünderliklerin istikameti kadimeleri muhafaza olunmak üzere bu düğündireğe 40 metro arzına kadar tevsi edebilmek selahiyetini belediye muhafaza eder.

4.Madde Sakız Belediyesine Paşa Çeşmesi nam mahaldeden Alyaya alınmaya kadar olan sahilde mal ihraç ve tahmil olunmak üzere iskeleler inşa için dahi belediyeye mezuniyet verilmiştir. Fakat bu halde belediye idaresi her iskelenin başında gümrük memurları için birer mahal-i mahsus inşa ve tahsisi etmeğe mecburdur.

5.Madde Gümrük limanı dahilinde ve çürük madde-yi sabıka beyan olduğu üzere hariç ez liman inşa edeceği iskeleler giden ihraç veya gemiden ihraç veya tahmil olunacak her nev ticaret ve vesaire eşyadan merbut tarife mucibince ayrı veçhile rıhtım resmi almağa Sakız Belediyesinin hakkı olacaktır.

6.Madde Liman tarafına yapılacak rıhtımlar şimal düğündünden berren ile cenub düğündüne olmak üzere üç kıtaya taksim olunmuştur

Birinci kıta muamelat-ı ticariyye mahsus büyük kısmını şamil olup bu da büyük kısmını birisi 280 diğeri 206 metro tulundadır.

İkinci kıta sefainin ilticalarına mani olup bu kezalik ikiye münkasım olarak birisi 206 diğeri 210 metre boyuttadır.

Üçüncü kıta dahi sefainin kışlamalarına mahsus kısm-ı sagirleri şamil olup bu dahi ikiye münkasım olarak birisi 260 diğeri 130 metre tulundadır .

Bu kıtaların bir kısmında lakall 40 metro tulunda rıhtım inşa ve umumun istimaline ita eylediği müteakib Sakız Belediyesi rıhtım resmini almaya başlayacaktır.

Takvim-i Vekayi

7.Madde Sakız Belediyesi badehu takdim edecek tarife mucibince liman ve duhul ve huruþ eden sefainden rıhtım resmi alacaktır. Fakat limanın muamelat-ı ticariye mahsus Kâtimesinin hiç olmaz ise nişfi 7 metro tamik olundukça liman rûsumu alınamayacaktır.

8.Madde Liman kenarında ve muamelat-ı bahriye ve ticariyeye ilk elverişli göreceği mevkide merbut kararname lahiyasına tevfi ken antrepo ve mağazaları ihdas ve inşa etmek üzere Sakız Belediyesine mezuniyet ita buyurulmuştur.

9.Madde Sakız Belediyesinin işbu mesarifatın bir kısmına medar olmak üzere zirde muharrer arızalar bervech mülkiyet kendisine aid olacaktır.

evvela limandan imla ile kazanılacak yerlerden 15 metro arzında rıhtım ve liman münthehi olmak üzere açılacak umuru sokakların yapıları çıkardıktan sonra kusur kalacak olan arsalar

saniyen limanın tamiri ameliyatıyla mübaşeret olunacak derun şehir ve etraf yapıların ber mucib-i nizam esna-yı tanzimde ve kalanın gerek cenub ve gerek şimal taraflarında Riserdon Kise uhdesinde uhdesinde bulunmayarak fazla kalacak arsalar

salisen Ronaki tabir olunan kale pişgahi meydanı umum bağçesi ihdas olunmakta ve buna muhtazar sokaklar açıldıktan sonra kalabilecek arsalar

10.Madde Sakız Belediyesi bu suretle alacağı bilcümle arsalar kendi menfaatine en müsait ve kavanin ve nizamata saltanat-ı seniye muvafık surette istimal edecek ve bunların üzerine kendi hesabına olarak ebniye inşa veyahut selahiyetle fûruht edebilecektir.

11.Madde Bu işe menaf-i umumiyeden madur olduğundan işbu şartname munderiç kaffe-yi ameliyatın icraatında yani gerek emlak ve arazi iştirası gerek taş ve toprak vesair levazimat ihraç ve nakil veya depozite ittihazı maddelerinden ashab-ı emlaka bi'l itiraz veya muhalefet vukuunda nizam mucibince tazminat ita etmek ve bu babda ber mucib-i nizam cari devlete aid olan kaffe-yi hukuku Sakız Belediyesine haiz olacaktır.

12.Madde İşbu imalat icrasına sarf ve istimal olunmak üzere diyar-ı ecnebiyeden nakil olacak veya dahil memalik-i mahrusa-yı şahaneden getirilecek kaffe-yi eşya ve levazimat gümrük rûsumundan ve rûsumat-ı saireden muaf olacaktır.

13.Madde Liman ve antrepo mağazaları dairesinin nezaret ve zabıtası devlet-i aliyye memurları marifetiyle icra olunup fakat bu vesile ile memureyn-i hükümet-i emri iradeye müdahale etmeyecektir.

14.Madde Limanın mağazaların ve bunların neferatının inşa ve idare memur ve hademelerini intihaba belediye idaresi serbest olacaktır.

15.Madde Sakız Belediyesi rıhtım ve antrepo tarifelerinin devlet mahdud rûsum miktarı devlet-i aliyyenin müsaade-yi mahsusu olmadıkça tecavüz edemeyip lakin istikraz faiz ve re's-ül mal tahsisat-ı seneviyesi temin ettikten sonra iktiza-yı ahali ve bazı malın atisine göre rûsum-u mezkurenin cümlesinden veya bazılarının birer miktar tenzil edebiliyor.

16.Madde Liman ve Antrepo mağazalarının idare ve ameliyatına muktezi göreceği her türlü nizamat-ı mahsuse-yi evvel emirde devlet-i aliyyenin tasdik-i aliyyesine arz etmek belediyenin vazifesidir.

17.Madde İşbu şartname mucibince kendisine aid olan hukuk ve taahhüd istizan hiçbirini belediye idaresi devlet-i aliyyenin izin ve ruhsatı istihsal etmedikçe hiçbir ferd veya şirkete ferağ ve ita edemez .

18.Madde Ameliyat-ı mezkure devlet-i aliyyenin kavanin-i haliye ve atiyesine tabi olmağla asar ile vuku bulacak münazaat mahal mahkeme salhasında rüyet olunacaktır.

19.Madde Devlet-i aliyye Sakız Belediyesi meyânında işbu şartnamenin birkaç veya birkaç maddelerinin icra ve tefsirden dolayı ihtilaf tahaddüs eder ise hak ve temyiz baki olmak üzere Cezayir-i Bahr-i Sefid Vilayeti İstinaf Mahkemesine havale olacaktır.

20. Madde Liman ve antrepo mağazalarını ve rıhtımlar ile bunların teferriatına daima hüsnü halde tutmağa Sakız Belediyesi mecburdur ve her sene hükümet-i mahalliye ile belediye tarafından tayin olunacak memurlardan mürekkep komisyon-u mahsus marifetiyle bunların suret-i idare ve halleri muayene olunarak şayet bazı tamirat lüzumu görülüyor ise komisyonun takriri üzerine hükümet-i mahalliye tarafından tayin olunacak müddetçe icrası emir olunacaktır.

Eğer belediye idaresi bu veçhile emir olunan tamirat müddet-i muayenesi tarafından icra etmediği halde canib-i hükümetten yaptırıp mesarif-i belediye tarafından istifa edilecektir.

Takvim-i Vekayi

Annex 2 BOA ŞD, 1202,10 .

Sakız Liman ve Rıhtımı Mukavelenamesi

Bir taraftan devleti aliyeye namına hareket eden Ticaret ve Nafia nazırı devletli Tevfik Paşa hazretleri ile diğer taraftan ticaret-i mütebarandan tebaa-yı devlet-i aliyeden Dersaadette mukim saadetli Abid Efendi hazretleri beyninde mevaddatına kararlaştırılmıştır.

1.Madde Sakız Ceziresi merkezi olan Nefs-i Sakızda şehir-i pişgahında işbu mukavelenameye merbut (1)harfli haritada (mavi harf tarı) Hatirmengerli (?) arsa olunan şekil ve surette müceddeden bir liman ve bu liman dahilinde yolcu ve emtia nakil ve ihracına mahsus olmak üzere bir rıhtım inşasıyla işletilmesi için şerait-i aliyeye tevfikeyen taraf-ı devlet-i aliyeden Saadetli Mehmet Abid Efendi hazretlerine imtiyaz verilmiştir.

2.Madde Müddet-i imtiyaz-ı ferman-ı ali tarihinden itibaren 55 senedir.

3. Madde Sahib-i imtiyaz fermanı alinin itası ve mukavelenamenin teati tarihinden itibaren altı mah müddet zarfında şartnamede beyan olunduğu veçhile keşfiyat-ı katiyye üzerine üç nüsha olmak üzere mükemmel harita ve lahiyasını tanzim ile Ticaret ve Nafia Nezaretine takdim edecektir. Nazeret işbu harita ve lahiyasını tarih ve takdimden itibaren üç mah müddet zarfında bi'l tedkik bu haliyle icab eden tadilat ve tasminat icrasıyla tasdik edecektir. Sahib-i imtiyaz mahallince tanzim olunup işbu mukavele ve şartnameden merbut bulunan tefasilli tarife esasına tatbiken müddet-i mezkure zarfında bu tefasilli tarife lahiyasını takdim edecektir ve mezkur olunan şartname ve işbu tarife lahiyasının tedkik ve tasdiki muamelesine dahi şamil olacaktır. Mezkur tarife kabul ve tasdik olundukta mahallince yapılmış olan tefasinli tarife işbu mukavele ve şartnameden sevk ve iptal olunacaktır.

4.Madde Sahib-i imtiyaz mesarif ve zarar ve hasarı tarafına aid olmak üzere mukavelenamenin teatisi tarihinden itibaren bir sene müddet zarfında ameliyata mübaşeret etmeği ve haritanın tasdiki tarihinden itibaren dört sene müddet zarfında ikmal eylemeyi taahhüt eder. Ameliyat kavaid-i fenniye ve merbut şartname ahkâmına ve kabul ve tasdik olunan harita ile lahiyaya tatbiken icra olunacaktır. Fakat esbab-ı mücbireden münbais halat vukuunda bu misüllü ahvaldan dolayı ameliyat takdir müddeti tatil olunursa müddet-i ikmalîye dahi o kadar tahdid edecek şu kadar ki esbabı mücbireden vukuatı derhal hükümet-i mahallîyeye ve Nafia Nezaretine resmen ve tahrîren ihbar eylemeye sahib-i imtiyaz mecbur bulunacaktır.

5.Madde Nafia Nezareti esna-yı ameliyatta zarar icraiyesini hitamında ve kabul olunmazdan evvel tekrar ameliyat vakayı ve müddet-i imtiyazı zarfında işletme muamelelerini ve ameliyatının hüsnü halde muhafaza olunup olunmadığını bir veya birkaç komiser vasıtasıyla muayene ve teftiş eyleyecektir.

İşbu teftiş ve muayene mesarifine mukabil sahib-i imtiyaz haritalarının takdimi için tayin olunan müddetten itibaren müddet-i imtiyazın hitamına kadar mah be- mah on ikide bir kısmı tediye olunmak üzere senevi Nafia nezaretinin emrine 200 adet Osmanlı lirası ita edecektir.

6.Madde İşbu ameliyat menafi-yi umumiyeye müteallik husustan bulunduğundan liman ve rıhtım liman müteferriatına muktezi olan arazi ve emlak ile deryadan efrad uhdesinde bulunan yerlerin mübaayası hususuna sahib-i imtiyaz eshabı ile uyuşmadığı halde istimalın kanuna tevfikeyen muamele edecek hin-ni ameliyatı mevkute istimal lazım gelen mahaller sahib-i imtiyaz tarafından ashabına tazminat verilmek şartıyla hükümet-i mahallîye marifetiyle ona teslim edilecektir.Şurası mukadderdir ki sahib-i imtiyaza ameliyat için muayene olunan yerlerin ferağ ve intikal masraflarını tediye mecbur olacaktır.

İşbu arazi dahilinde arazi-yi emriye haliye bulunduğu halde sahib-i imtiyaza meccanen terk olunacak ve esna-yı ameliyatta mevkî-ti istimali lazım gelen bu misüllü arazinin dahi ameliyat müddetince bila' ücret istimaline müsaade olunacaktır.

İmtiyaz-ı ferman-ı alisi sahib-i imtiyazata buyurulduktan sonra inşa olunacak liman ve rıhtım mevaki dahilindeki deniz kısımlarının hukuk tarifesini hiçbir kimseye buyurulmayacak ve binâenaleyh mezkur deniz kısımlarında muayyen-i imtiyaz-ı ferman-ı alisinin itasından sonra iktisab eylemiş hakkı tasarrufa dair bir guna içte vuku bulur ise sahib-i imtiyaz misüllü akşam müdde baha içine bedel mesel veya tazminat itasına mecbur olacaktır.

7.Madde Liman ve müteferriatının yalnız inşaat ibtidaiyyesi için gerek memalik-i devlet-i aliyeden ve gerek diyar-ı ecnebiyeden celb ve tedarik olacak edevat ve alet ve demir ve maden kömürü ve makine ve sair gümrük resminden muaf tutulacak ve fakat liman ve rıhtımın müteferriatı ve inşası halinde tramvayın kezalik müteferriatı ve bunlarda tramvay varidatı ile ebniye ve emlak sairesi ve mezkur denizden kazanılıpta işbu imtiyaz ile ita buyurulan hukuk mucibince sahib-i imtiyaz tasarruf edecekleri arazi ve üzerlerine inşa edilecek her nev ebniye ve saire kavanin ve nizamati haliye ve müstekile devlet-i aliyeye ahkâmına vergüye ve devletçe mevzu her türlü rüsuma tabi olacaktır.

8.Madde Önü yeni gümrük ebniyesiyle rıhtımın ebniye-yi mezkure pişgahından laakall 100 metro tulunda bir kısmının ameliyatı ikmal eylediği ve saniyen muhafaza sedlerinin sefaini tahmil ve tahliye emtia ve eşyaya müsait surette barındırmaya kafi görülecek tuldaki kısmının ameliyatı itmam olduğu ve sanisen birinci maddede beyan olmayan haritada gösterildiği veçhile limanın inşa edilmiş bulunacak muhafaza olunacak mahallerinin muhafaza sedleriyle sath-ı deryadan itibaren laakall 4 metro tamik kılındığı sahib-i imtiyaz tarafından ihbar olundukta Ticaret ve Nafia Nezareti tarafından mensup bir fen komisyonu marifetiyle ameliyat-ı mezkur bi'l muayene iktiza eylediği halde mevkuten ahz ve kabul olunacak ve liman ile bi'l muayene kaide-yi fenniyyeye muvafık ve şartname ahkâmına mutabık olduğu tahkik edildiği halde işbu komisyon tanzim edeceği rapor üzerine Ticaret ve Nafia Nezareti tarafından katiyyen kabulü muamelesi icra olunacaktır. İşbu fen komisyonlarının mesarif-i seferiyesi ve sairesi sahib-i imtiyaza aid olacaktır.

9.Madde Sahib-i imtiyaz liman ve rıhtım ile inşası halinde tramvay ile bunların müteferriatı ve alat ve edavatın sabite ve müteharrikesini sahib-i imtiyaz tarafından mesarifi kendisine ait olmak üzere daima tamir ve hüsn halinde muhafaza edecektir. Ve etmediği takdirde hakkında şartnamenin 9. Maddesi mucibince muamele olunacaktır.

10.Madde Sahib-i imtiyaz liman ile rıhtım ve inşası halinde Tramvayın umur-u zabitesinden hüsn-ü muhafazasına müteallik olup eylevm mevcut bulunan ve ileride tanzim olunacak bilcümle nizamati devleti aliyeye terfiki hükümet etmeğe mecburdur. sahib-i imtiyaz

Takvim-i Vekayi

kusurundan naşı liman ve rıhtım inşası halinde tramvayın bir kısmı veya mücemmeri üzerinde muamelatı tatil olduğu halde hükümet mesarifi ve zaruri hasarı sahib-i imtiyaza aid olmak üzere imtiyazın hitam bulmasını temin için şartnamenin 9. maddesini tevfikeyen tedabiri lazım ittihaz edecektir.

11. Madde Sahib-i imtiyaz imalatın tamamen veyahut mukavelenamenin 8. maddesinde beyan olduğu üzere kısmının mevkute kabul olduğu tarihten ahiren müddet-i imtiyazın hitamına kadar şartnameye merbut tarifelere tevkiyen ücret arz edecektir.

12. Madde Gerek esna-yı muharebesi ve gerek evkat-ı sairede bi'l müceteamaan veyahut müteferrien seyahat edecek asakirlere ve bahriye, polis ve zaptiye ve jandarma edevat ve levazimat-ı harbiye ve devlete aid sair levazimat ve mahbusiyeye ve mahkeme ile devlet memurlarının ve posta çantalarını sevkiyat ve nakliyat ve limana girecek devlet-i mütehabbe sefain-i harbiyesi ve sair hakkında şartnamenin 5. faslında gösterildiği veçhile muamele olunacaktır.

13. Madde Sahib-i imtiyaz taahhüt vakasının icrası için ferman-ı ali tarihinden itibaren bir sene müddet zarfında merbut şirket nizamnamesi esasına tevfikeyen Osmanlı bir (anonim) şirketi teşkile mezun ve mecburdur.

14. Madde Sahib-i imtiyaz taahhüt vakasının icrasını teminen ferman-ı alisinin işarı kendisine tebliğ olduğu tarihten itibaren bir mah müddet zarfında dersaadet bankalarından hükümet-i seniyyeye kabul olunacak bir bankaya veyahud beyan fiyatlarıyla devlet tahvilatı olarak 2500 osmanlı altunu kefalet akçesi tevdi ve şu kadar ki tahvilat tevdi edeceği halde tedenni fiyatından dolayı tertip edecek noksanı ikmal edeceği banka tarafından taahhüt edecektir. Ve mezkur kefalet akçesi tevdi olduğunu müteakip ferman-ı ali kendisine teslim olunacaktır. İşbu kefalet akçesi ameliyat katiiyen kabul olunduktan sonra iade edilecektir. Zikr olunan bir mah müddetin iktizasına değin sahib-i imtiyaz kefalet akçesini tevdi etmediği halde kendisine ihtara hacet olmaksızın hin-ni imtiyaz sakıt olacaktır.

15. Madde Devlet-i aliyye müddet-i imtiyazın ilk yirmi senesinin iktizasından sonra müddet-i imtiyazın hitamına kadar her vakit liman ve rıhtım ve inşası halinde tramvayı muayene etmek selahiyetine haiz olacaktır. Bunlar hangi senede iştirak olunacak ise ondan evvelki beş sene zarfında vuku bulan hasılat-ı safiyesinin mukarrer fatvasıtı bulunarak ona müsavi mebalîğ müddet-i imtiyazının hitamına kadar her sene sahib-i imtiyaza ifa edecek ve işbu tekasit-i seneviyesinin evkat-ı muayenede tediyesi taraf-ı devletten temin ve hususa dair tarafınca bir mukavele-yi mahsus tanzim edilecektir. Liman ve rıhtım ve tramvay ile müteferriatının devletçe teslim ve inşa ve edevat ve levazimat-ı mevcudenin iştirası hususuna şartnamenin 12. maddesinde gösterildiği veçhile muamele olunacaktır.

16. Madde İmtiyazın müddet-i munkaziyye olduktaki sahib-i imtiyazın liman ve rıhtım ile müteferriatı ve inşası halinde tramvayı ile kezalik müteferriat ve alet ve edevat üzerinde bulunan kaffe-yi hukuku hükümet-i seniyye istifade edecektir. Hergün düyun ve taahhüdât varestes olmak şartıyla liman ve rıhtım ve tramvay ile müteferriatının devlete teslimi ve edevat ve levazimatın suret-i mübayaası şartnamenin 13. maddesinde münderiç ahkamına tabi olacaktır.

17. Madde Şirketin gerek liman ve gerekse rıhtımlarının inşası halinde tramvaya istihdam edileceği bilcümle büyük ve küçük memur ve hademe ve amele hükümeti seniyyenin tayin ve kabul edeceği kıyafetle bulunacakları gibi fes giymeleri ve memureyn-i fenniyesinden maadası tabiiyyet-i devlet-i aliyyeden intihab olunacaktır. Sahib-i imtiyaz umur-u fenniyesinden hendese ve mülkiye mektebinden münderiç mühendisleri dahi istihdam edecektir. Sahib-i imtiyazın vazife-yi ahali ihtilati bulunacak olan ale'l umum memurları lisan-ı türki ile münkasım bulunması meşruttur.

18. Madde Devletçe lüzüm gösteriyor ise rıhtım ve liman inşası halinde tramvay ve bunların müteferriatının icap eden mahallerinde her nev istihkamat inşa olunacak ve istihkamatın bi'l icap istediği yani fiilen şehrin ve limanın müdafasına istimal olduğu esnada rıhtım ve liman ve tramvay ile müteferriatı ceryan edecek her nev malumat hükümet-i seniyyeye tatil edilecektir. İşbu tatilin vuku veya devamından dolayı sahib-i imtiyaz hükümetten zarar ve ziyan dava etmeğe ve tanzimat talep etmeğe asla hakkı olmayacaktır. Şurası mukadderdir ki işbu istikamat hafir haline icra olunduktan sonra mechuz bulunsa dahi rıhtım ile liman ve tramvay ile müteferriatının bilcümle muamelatı kemakan ceryan edecek ve istihkamatın mesarifi inşasıyla ledel iktiza hedmi mesarifi taraf-ı devlete ait olacaktır. Ve sahib-i imtiyaz zikr olunan rıhtım ve limanla müteferriatının bil'cümle muamelatı kemakan ceryan edecek ve istihkamatın mesarifi inşasıyla le'del iktiza hedmi mesarifi taraf-ı devlet-i aliyyeye ait olacaktır. Ve sahib-i imtiyaz zikr olunan rıhtım ve liman sedlerini her nev istihkamat inşasına mütehammil ve müsaid surette inşa edecektir.

19. Madde Ameliyat esnasında zühur edebilecek eşya-yı masnua ve asar-ı atika devletçe mevzu nizamnamesine tabi olacaktır.

20. Madde Sahib-i imtiyaz her nev hasılatın şehri cedvellerini komisere tedkik ve tasdik ettirildikten sonra Ticaret ve Nafia Nezaretine takdim etmeğe mecbur olacak ve mezkur defterlerin şartnamenin 3. maddesinde gösterildiği surette terfiyen tanzim edecektir.

21. Madde Esbab-ı mücbire madud bir maninin zühuru tahkik etmeksizin sahib-i imtiyaz müddet-i medide tarafından ameliyata mübaşeret etmediği veya başlayıpta ikmal etmediği ve muamelatı tatil eylediği velhasıl işbu mukavelaneme ile merbut şartnameden münbais taahhüdât-ı sairenin her hangi birini icra edemediği hukuk-u imtiyaziyeden sakıt olacak ve bu halde şartnamenin 11. maddesinde gösterildiği veçhile işletme umuriyetinin mevkien temini için tedabir-i lazım ittihaz olunacak ve imalat ve edevat ve levazimat müzayedeye konulacak ve imalat mevcut olan kefalet akçesi dahi taraf-ı devletten zapt edilecektir.

22. Madde Sahib-i imtiyaz hükümet-i seniyyenin muvakatını istihsali etmek ve mesarifi kendüsüne ait olmak üzere yeni gümrük dairesiyle liman idaresini ve sefine-yi şahane ve idare-yi mahsus vapurlarına müktezi maden kömürü anbarını ve karantinahaneyi ve polis dairesini ve pasaport ve teftiş memurları ve komiser ve sair devlet memurları için iktiza edecek ebniyyeye tesis edecek mücedden inşa edilecek ebniyye-yi mezkurenin cesamet ve ehemmiyeti canib- i hükümetten mensup teftiş memurlarınca tahsis eyleyecek ebniyye müstesna olduğu halde mevcud olubta ebniyye-yi cedide mukabilinde sahib-i imtiyaz meccanen terk edilebilecek olan ebniyye-yi mümasileden devr olmayacaktır. Zikr olunan ebniyye-yi cedide ile mevkinin pılan ve lahiyaları hükmet-i seniyyenin nazar-ı tasdikine arz edilecektir. Ve bundan başka madde-yi atike mucibince denizden imla edilecek mahallerden haritada -14- numara ile gösterilen mevkide sefainin tamirat ve taremcatına ve mürakib-i sefinenin hasb'el icap hakimini veya karine edilmesine kafi bir mahal irade ve tahsis edilecektir.

Takvim-i Vekayi

23. Madde İşbu mukavelename ahkâmına tevfikeyn sahib-i imtiyaza terk olunacak yerlerin tarik-i amm ve rıhtım diğerk gümruk dairesiyle liman ve karantinahane ve polis dairesi ve pasaport ve teftiş memurlarına ve komisere mahsus ebniye ve bunların teferriatı için istimal edilmeyeninden müsaadesiyle denizden kazanılacak ve istimal edilebilecek bi'l-cümle arazi sahib-i imtiyazın malı olacak ve sahib-i imtiyaz arazi-yi mezkureyi kavanin ve nizamâtı mahsusesine tevfikeyn hareket etmek şartıyla dilediği gibi tasarruf edecektir. Arazi-yi mezkura kafi tahdid-i hudud haritasında bulunan mahsus ile irade eyleyecektir.

24. Madde Sahib'ül deryada vaki olup icra ve ihdas olunacak ameliyattan dolayı geride kalacak arazi ve emlakın ittisalinde olmak üzere denizden kazanılacak arazinin fûruht eyleyebilecek mahallerin mübayaası hususunun mar-ül zikr emlak ashabinın hak mündericatı olacak ve işbu mündericat anak sahib-i imtiyaz tarafından kendilerine hükümet-i mahalliye vasıtasıyla vuku bulan tedbir ve ihtar tarihinden itibaren nihayet altı mah zarfında mer'l olacak ve bu altı ay mukadder mürurundan sonra zikr olunan hak-ı ricanın bir güne hüküm kalmayacaktır.

25. Madde Liman ve müteferriatı ameliyatının ikmalinden ve Ticaret ve Nafia nezareti canibinden katiyyen veya müvaffaktan kabulünden sonra kavanin-i devlet-i aliyye ahkâmına tevfikeyn limanın umur-u zabitesi Bahriye Nezareti'ne aid olacaktır.

26. Madde Kukale Deresi mansubiyle Sarlokadye Deresi Kayası arasında bulunan mesafe dahilindeki sahile yanaşacak sefain sahil olduğu emtia ve eşyanın gümruk muamelatı munhasiren Sakız Limanında muamelat-ı rüsumiyye tahsil kılınacak olan mahallere icra edilecek ve bu mahalleri gayri bir noktada gümruk muamelesi icrasına hükümet-i seniyye katiyyen müsaade etmeyecektir. Şu kadar ki liman haricinde Çayağzında Ve Debbaghanelere çıkarılacak ve oralardan tahmil olunacak bi'l-cümle eşya kadimen muayene mutad ve müteamil eylevm cari olan usul ve çeşhile buralardan ihraç ve imrarlarından tahmil edilmeye devam edecektir. Bu müsaade mahza ehl-i sanatın teshil-i muamelatı maksadından bulunduğu müsaade kafi idhalatında ihracat-ı aliyyesiyle liman ve dahilinde vaki olmak gibi ifayı rüsum eyleyecektir.

27. Madde İmtiyaz-ı ferman-ı alisinin itası tarihinden evvel ahire ita buyurulmuş olacak hukuku mahfuz kalmak şartıyla ferman-ı ali mezkurun itası tarihinden itibaren on sene müddet zarfında Ayazminosı ve Pesamiden sokaklarının mahalli daire-yi belediyesine ait olup merbut haritada -9- rakımla işaret olunan hane ile Katuvaras arasındaki kısmı boyunca mümted olan deniz kısmını sahil-i hazır dahil hesap olunarak 50 metro arzında imla etmek ve bu suretle imla edeceği mahalleri havanın ve nizamât-ı mahsusa-sı ahkâmına tevfikeyn tasarruf etmek hakkı munhasiren sahib-i imtiyaza aid olacaktır.

Bervech-i muharrer imla edilecek deniz kısmı ile mezkur Ayazminosı ve Pesamiden zुकakları arasındaki sahil hazır dahi yine ahire mukaddema verilmiş bulunacak hukuku mahfuz kalmak üzere Sahib-i imtiyazın malı olacaktır. İmtiyaz-ı ferman-ı alisinin itası tarihinden itibaren 10 sene müddet zarfında mezkur sahil ve önündeki deniz kısmını için hiç kimseye hakk-ı tasarruf veya bir gün ruhsat ita buyurulmayacaktır. Sahib-i imtiyaz işbu madde mucibince kendisine ita buyurulan hakk-ı ihtiyariyi istimal eylediği takdirde imla edeceği deniz kısmı önünde mukavelenameye merbut (1) harfli haritada gösterildiği çeşhile bir rıhtım ile 12 metro arzında bir de zुकak inşasına mecbur olacağı gibi denizden kazandığı arazi üzerinde dahi Sakız Ceziresindeki Daire-yi Belediyesiyle bi'littifak ahalinin mürur ve uburu için lazım görülecek zekak ve geçidleri tesise mecbur bulunacaktır.

28. Madde İşbu mukavelenamenin tarih-i teatisinden itibaren beş sene müddet zarfında olan liman rıhtımı ve muhafazaları üzerinde ve saniyen Ayazminosı ve Pesamiden sahilinde rıhtım inşası halinde üzerinde ve munhasiren rıhtım boyunca yolcu ve emtia nakline mahsus olmak üzere bargir icra olunur bir teras hattı inşasına sahib-i imtiyaz hakkı ihtiyariyi olacaktır. İşbu tramvay hatta Ticaret ve Nafia Nezaretiyle sahib-i imtiyaz beyninde bi'l ittifak kararlaştırılacak devletçe tasdik buyurulacak şeraitte tevkiyen inşa olunup işletilecektir.

29. Madde Liman ve rıhtım ve müteferriatının ve inşası halinde tramvay ile müteferriatının hasılat-ı gayri-ı sakita seneviyyesinden sahib'ül imtiyaz ameliyat ve inşaat için sarf olunacak olan sermaye-yi hakikiyenin % 10 'u sahib-i imtiyaz tarafından hükümet-i seniyye tediye ve ifa olunacak ve zikr olunan 10 'una her ne miktar mebalig olur ise hükümet-i seniyye canib-i aliyyesine olarak müddet-i imtiyazının hitamına kadar beher seneyi rumi şubatı gaytında tahrirat ve Nafia Nezareti emrine ifa ve ita eyleyecekler işbu tediye mezkur liman ve rıhtım ve müteferriatının kısmen ve tamamen kabul mevcutinin icrasıyla rüsum-u muayyenin ahzına mübaşeret bulunduğu seneden berren eyleyecektir.

30. Madde Evvel sene mütemadiyen liman ve rıhtım ile inşası halinde tramvay ve müteferriatının senevi hasılatı mütevallite-yi safiyesi işbu mukavelenamenin 29. maddesinde muharrer olduğu çeşhile hükümet-i seniyyeye ita olunacak hisse-yi temettü tenzil edildikten sonra liman rıhtım ve tramvay ve müteferriatının tesisi için sarf eylemiş bulunacak sermaye-yi hakikiyetinin bundan evvel birini tecavüz eylediği takdirde sahib-i imtiyaz ile bi'l ittifak tarifelerin tadiliyle hükümet-i seniyye hakkı olacaktır. Ancak tarifeler bu suretle tadil edildikten sonra hasılatı safiye-yi seneviye hükümet-i seniyyeye ait hisse-yi temettü bedel-i efrac imalat-ı mecusenin tesisine sarf eylemiş olacak sermayeye-yi hakikiyenin %11 zühur eder ise sahib-i imtiyaz evvelki tarifelerini mevki-yi icraya koyabilecektir. Eğerki yeniden bir on sene daha mürur ettikten sonra senevi hasılat olacak hisse-yi temettüat mütevasite-yi safiyyenin hükümet-i seniyye ait olacak hisse-yi temettü bade'l ifraz bervech bila sarf eylemiş bulunacak sermayeyi hakikiyenin % 11 ini tecavüz ettiği tahkik eder ise tarifelerin tekrar tadiline hükümet-i seniyyenin yine hakkı bulunacak velhasıl hükümet-i seniyye her on senede bir defa tarifelerin tadili hakkını haiz bulunacaktır.

Sahib-i imtiyaz tebaa-yı devleti aliyyeden olduğu gibi bunun makamına kaim olacak (Anonim) Şirketi Osmani olacağından bittabi işbu mukavelename ile merbut şartnamenin icra-yı ahkâmından tedil ve tefsirinden dolayı vilayet-i aliyye ile sahib-i imtiyaz veya şirket beyninde tahaddüs edecek her nev ihtiyat dava Şura-yı Devlet ve Sahib-i imtiyaz ile şirket ba sahibi imtiyaz ve şirket ile efrad-ı ahali meyânında tahaddüs edebilecek hukuk-u adiyeye davaları için aid olduğu mehakim-i osmaniyede rüyet ve fasıl olunacaktır. Şirket bir mukteza-yı kabiliyet bi'l-cümle devair-i hükümet -i devlet-i aliyyenin lisan-ı resmisi olan lisan-ı türki ile muhabere edecektir.

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