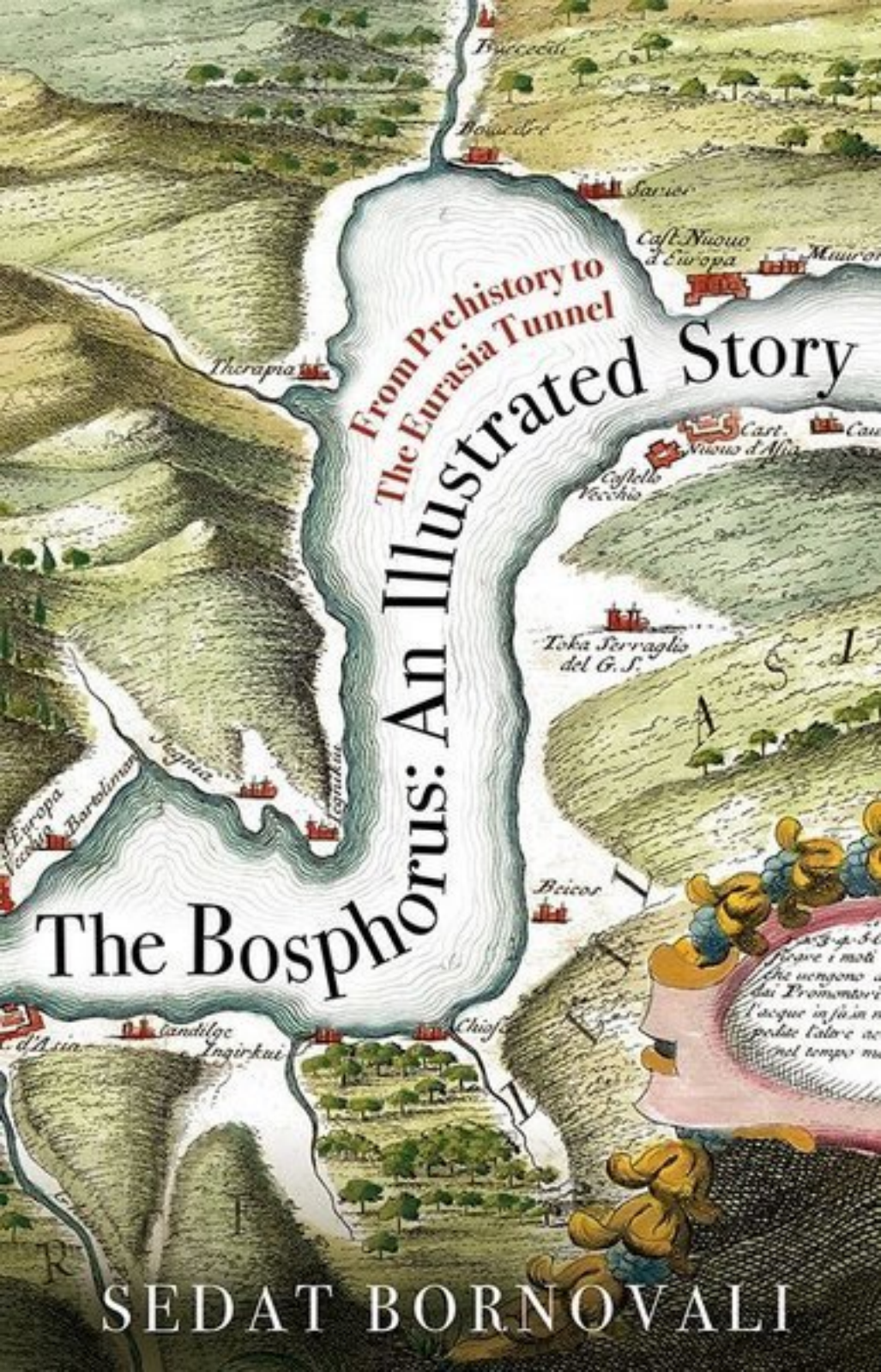
From Prehistory to The Eurasia Tunnel
The Bosphorus: An Illustrated Story
SEDAT BORNOVALI

Contents

Preface

The book you have started reading will talk a lot about the Ottoman history, local topography, major monuments, museums, and mosques but also about many other things; the protestant missionary activity, coups d'état, the Crimean War, Russia, oil trade, Napoleon, Egypt, Shakespeare's Globe Theater, Venetians, Persians, local culture, contemporary architecture, even Johann Strauss, movies, a Ford factory far from home, Ancient Greek and Roman authors, just to mention a few.

While it does not try to be an all-inclusive text about the Bosphorus, it reaches to give a comprehensive view of the Bosphorus as a whole, and, at the same time, tends to surprise even the most ambitious reader with several unpublished and unexpected archival documents and photos.

This book is not a lament; its aim is not to mourn over values "gone forever". It's true that many things went wrong, many historic homes were damaged by oil tankers, many monumental buildings were lost, but the Bosphorus is still beautiful without a match and unique.

This is not one of those books which exposes all the details and monuments of a neighborhood. There are works which do this very well already, and undoubtedly, there will be many detailed publications. It would not be wrong to say, though,

that we made mention of some remarkable examples when they sprang to mind.

This book could also not be defined as a book which attempts to describe all the details of some major monuments. Outstanding monographs about many monuments have already been written. However, if we identified details which are not mentioned even in these monographs, we have presented them here.

Is this an academic book? Yes, it is; but it tries to avoid being one of the most boring examples of this genre. It doesn't consider a saturnine style as a prerequisite for being academic in nature.

We could perhaps define it as a book which brings to mind a little bit more of what we think about the Bosphorus when we think of it casually. Another possible definition would make it the exposition of a few details about the places we visit along the Bosphorus to go out to eat, have some fresh air, enjoy ourselves, and, sometimes, attend an event.

It is most probably not a book which reveals a lot of unknown facts about the Bosphorus, but we can say that these pages repeat and sometimes offer a different perspective on many things which are worth remembering.

Besides all these, we can also say that many historical documents, some of which have not been published elsewhere and unearthed in archives, both in Turkish State Archives and in private collections, are being published on these pages. We hope that this will be of some additional value for those who like to remember the good old days.

A preface cannot go without acknowledgments, but the number people to thank is just too many, which would increase the book's volume significantly. Therefore, I would like to

content myself only with thanking all those at Timaş Publishing who have contributed to the making of this book at every stage; if Samet Altıntaş had not come up with such a suggestion unexpectedly, this book would not have existed in any case. If Neval Akbıyık and Zeynep Berktaş had not embraced this work, we would not be able to finalize it. If Hüseyin Özkan had not touched every inch of the book, it would not have been this pleasant to hold it in our hands.

Numerous people and institutions have contributed to saving the book from mediocrity a little bit by providing information and materials. Among all those, I am thankful to Saffet Emre Tonguç, Gökçen Ezber, PhD, Erhan Ermiş, PhD, for their friendly support and owe particular gratitude to Mr. Erol Makzume and Architect Mr. Sinan Genim, PhD, for generously sharing their own living spaces, collections and even information and documents that they could not yet publish themselves.

I will be more than happy if the end result could loosely resemble what they expected.

Sedat Bornovalı
May 2019, İstanbul


109. Calcedoine.
109. Medabourmum.
110. les Iles
des Princes
Plan de Constantinople
et du Canal de la Mer Noire
Echelle d'une lieue
Par Mr Peithout Consul.

What Is The Bosphorus And Where Is It?

While locals tend to associate the Bosphorus with songs, poems, paintings and scenes from films, along with their own nostalgic memories, the main determining factor behind its entire cultural heritage is the region's physical geography. Accordingly, it is crucial, at the risk of boring the reader, to define and clarify its borders at the outset. The Bosphorus, as the famous Straits of Istanbul are known internationally, is the name of the waterway between the Çatalca and Kocaeli peninsulas, part of the ancient Thracia and Bithynia, where they are the closest to one another. The name Bosphorus is used as a general designation of the open and settled spaces on both shores of this waterway. Both peninsulas are peneplains, vast plains with a slightly uneven surface close to sea level. The surrounding hilly areas (made, for example, of quartzite) are more resistant to erosion. Such elevations (inselbergs or monadnocks, as they are technically called) are known as "witness hills" in Turkish. Taksim (110m), Çamlıca (262m), Kayışdağı (438m), Alemdağ (442m), Aydos (537m) and Altunizade (110m) on the eastern and western banks of the Bosphorus are some notable examples. The nearby Princes' Islands have the same characteristics, as can be seen, for

A map of the Bosphorus, (1715)

instance, with the Aya Yorgi Hill (202m) on Büyükada.

Situated further to the south of the Çatalca peninsula is Istanbul's historic center and the Golden Horn (known as "Haliç" which means "gulf" in Arabic and "Estuary" in Turkish) just north to it. All these areas are, geographically speaking, part of the Bosphorus. Even though the locals visiting along the Golden Horn do not usually call it the Bosphorus; neighborhoods along the Golden Horn are, strictly speaking, part of the geography of the Bosphorus.

The boundaries of the Bosphorus have not always been drawn in the same way, as different definitions limited or extended what is meant by the Bosphorus. There is, nonetheless, an area which most have agreed upon: the Strait of Istanbul (as the locals call) will continue to exist as long as Kocaeli peninsula on the Asian continent in the east and Çatalca peninsula on the European continent are located in proximity to

one another; and once they move away from one another for good, it will cease to exist. The Anadolu and Rumeli lighthouses in the north are generally accepted as the northern boundaries of the Bosphorus, while it is commonly held that the line between Seraglio Point (Sarayburnu) and Salacak, near the Maiden's Tower, form its southern border.

The length of the Bosphorus, between the northern and southern ends, is about 30 km (around 17 mi.). Its eastern shoreline, on its Asian side, is about 35 km long, while its western shore on its European side nearly 55 km. The reason for the significant difference between the lengths of the two shores is that the Anatolian shoreline is relatively straight in comparison to the European side, which has the Golden Horn (which, as stated above, is officially part of the Bosphorus) along with a large number of coves.

As a side note, the terms "north" and "south" will be used through this book, even though the Bosphorus has a slight northeastern and southwestern axis. Furthermore, it does not run in a straight line, but rather winds between the Black Sea and Marmara. As a matter of fact, except when one is near to the Black Sea and Marmara, it can feel like you are passing from one lake to another.

While most of the references around the Bosphorus (including the ones in this book) are about the monuments on the shores of the Bosphorus, it is important to bear in mind that it is essentially a waterway. It is for this reason that the waters of the Bosphorus deserve to be mentioned first and foremost; it is where the waters of the Black Sea meet the rest of the world.

There are several well-known, large rivers flowing into the Black Sea. These include the Kuban, Dnieper, Don and the Danube outside Turkey and the Kızılırmak (Halys), Yeşilırmak (Iris), Sakarya (Sangarios) and Çoruh (Akampsis) rivers in Turkey. The amount of the freshwater carried by all these

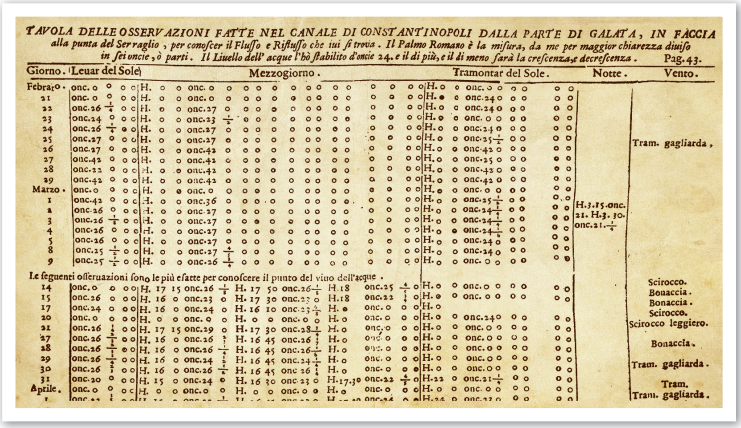

TAVOLA DELLE OSSERVAZIONI FATTE NEL CANALE DI CONSTANTINOPOLI DALLA PARTE DI GALATA, IN FACCIA alla punta del Serraglio, per conoscer il Flusso e Riflusso che iui si trova. Il Palmo Romano è la misura, da me per maggior chiarezza diuiso in sei oncie, ò parti. Il Liuello dell' acque l'hò stabilito d'oncie 24. e il di più, e il di meno farà la crescenza, e decrescenza. Pag. 43.

Giorno.	Leuar del Sole	Mezzogiorno.	Tramontar del Sole.	Notte.	Vento.
Febraio.	onc. o	H. o onc. o	H. o onc. o		
21	onc. o	H. o onc. o	H. o onc. 24 o		
22	onc. 26 $\frac{1}{2}$	H. o onc. 27	H. o onc. 24 o		
23	onc. 24	H. o onc. 23 $\frac{1}{2}$	H. o onc. o o		
24	onc. 26 $\frac{1}{2}$	H. o onc. 27	H. o onc. 25 o		
25	onc. 27	H. o onc. 27	H. o onc. 25 $\frac{1}{2}$ o		Tram. gagliarda,
26	onc. 27	H. o onc. 43	H. o onc. 43 o		
27	onc. 43	H. o onc. 43	H. o onc. 35 o		
28	onc. 22	H. o onc. 43	H. o onc. 43 o		
29	onc. 43	H. o onc. 43	H. o onc. 43 o		
Marzo.	onc. o	H. o onc. o	H. o onc. o o		
1	onc. 43	H. o onc. 36	H. o onc. 25 $\frac{1}{2}$ o		
2	onc. 26	H. o onc. 27	H. o onc. 24 $\frac{1}{2}$ o	H. 3. 15. onc. 21. H. 3. 30. onc. 21 $\frac{1}{2}$	
3	onc. 26 $\frac{1}{2}$	H. o onc. 27	H. o onc. 24 $\frac{1}{2}$ o		
4	onc. 26	H. o onc. 27	H. o onc. 24 $\frac{1}{2}$ o		Scirocco.
5	onc. 26	H. o onc. 27	H. o onc. 24 o		
8	onc. 25 $\frac{1}{2}$	H. o onc. 27 $\frac{1}{2}$	H. o onc. 24 o		
9	onc. 25 $\frac{1}{2}$	H. o onc. 26 $\frac{1}{2}$	H. o onc. o o		
Le seguenti osseruazioni sono le più esatte per conoscere il punto del viuo dell'acque.					
14	onc. o	H. 17 15 onc. 26 $\frac{1}{2}$	H. 17 50 onc. 26 $\frac{1}{2}$	H. 18 onc. 25 $\frac{1}{2}$	H. o onc. o o		Scirocco.
15	onc. 26	H. 16 o onc. 23	H. 17 30 onc. 22 o	H. 18 onc. 22 $\frac{1}{2}$	H. o onc. o o		Bonaccia.
17	onc. 24	H. 16 o onc. 24	H. 16 10 onc. 23 $\frac{1}{2}$	H. o onc. o	H. o		Bonaccia.
20	onc. o	H. o onc. o	H. o onc. o	H. o onc. o	H. o		Scirocco.
21	onc. 26 $\frac{1}{2}$	H. 17 15 onc. 29	H. 17 30 onc. 28 $\frac{1}{2}$	H. o onc. 25	H. o		Scirocco leggiero.
27	onc. 26 $\frac{1}{2}$	H. 16 o onc. 26 $\frac{1}{2}$	H. 16 45 onc. 26 $\frac{1}{2}$	H. o onc. o	H. o		Bonaccia.
28	onc. 26 $\frac{1}{2}$	H. 16 o onc. 26 $\frac{1}{2}$	H. 16 45 onc. 26 $\frac{1}{2}$	H. o onc. o	H. o		
29	onc. 26 $\frac{1}{2}$	H. 16 o onc. 24 $\frac{1}{2}$	H. 16 45 onc. 24 $\frac{1}{2}$	H. o onc. o	H. o		Tram. gagliarda.
30	onc. 26 $\frac{1}{2}$	H. 16 o onc. 26 $\frac{1}{2}$	H. 16 45 onc. 26 $\frac{1}{2}$	H. o onc. o	H. o		
31	onc. 30	H. 15 o onc. 24	H. 16 30 onc. 23 o	H. 17. 30 onc. 22 $\frac{1}{2}$	H. 22 onc. 21 $\frac{1}{2}$		Tram.
Aprile.	onc. o	H. o onc. o	H. o onc. o	H. o onc. o	H. o onc. o		Tram. gagliarda.

The first oceanographic measurements in history, by Luigi Ferdinando Marsili (Bosphorus, 1681)

rivers and the limited evaporation due to low average temperature, unsurprisingly, result in the low salinity of the Black Sea.

As mentioned, the waters of the Black Sea "encounter" the rest of the world – meaning that there is a current flowing from the Black Sea through the Bosphorus. While there is a current on the surface of the waters of the Bosphorus that visibly and continuously flows to the Sea of Marmara in the south, at the same time there is actually an undercurrent – invisible to the common observer – flowing in the reverse direction towards the Black Sea. The amount of water flowing in the undercurrent is more limited. Although it is not easy to observe these currents, they were the subject of scholarly interest even centuries ago. In the 17th Century, the Italian Count Luigi Ferdinando Marsili demonstrated for the first time that the currents of the sea could be measured scientifically, and he thus had the honor of initiating the science of oceanography in the very waters of the Bosphorus.

These currents, however, do not flow smoothly like a river: sometimes the southwestern wind is so strong that the surface water cannot flow southward and instead flows north. This

phenomenon has a specific name: the Orkoz current. Additionally, the surface current sometimes turns towards the north when it hits the capes so one may observe two surface currents in opposite directions.

Those Who Have Come and Gone

With its natural beauty and strategic location, the Bosphorus has never had the problem of being uninhabited. It has long been desired as it has been the site of wealth, both in terms of commercial interest, and also for it strategic position, both in its own right and for the city of Istanbul to the south, one of the most important cities of human history; at other times, as a dream location for habitation or as a place desired for its natural beauty.

Until very recently, when talking about the history of the Bosphorus, we used to only be able to rely on historical sources which went back to antiquity. Since 2017, however, our knowledge of the area changed significantly: during the subway constructions in Beşiktaş, thanks to the salvage excavations carried out by Istanbul Archaeological Museums, the existence of at least one settlement on the shores of the Bosphorus, belonging to a much earlier period in history, was ascertained. The layers of a necropolis, proven to belong to the Iron Age and most probably even to the Chalcolithic period, were unearthed at the site.

During the Antiquity, when the Greeks and Romans dominated the region, there were many mythological and historical references to the Bosphorus. Almost none of the monuments belonging to this period have survived to this day even in ruins.

What is most important, though, is that two colonies of Megara were founded on the southern entrance of the Bosphorus in the 7th century BC. Their names are very familiar: Byzantium (now Fatih, the historical peninsula of Istanbul) and Chalcedon (modern Kadıköy). Generally speaking, most of the monuments from the Antiquity, whose ruins are not visible today and mainly consisted of sacred areas, would have belonged to these two settlements.

Due to the central trade ports on the shores of the Black Sea, those who left major cities to the south founded colonies here during antiquity. The most ambitious and active of these were the Milesians. Among the new colonies of Miletus beyond the Bosphorus, a city of philosophers south to the Meander River, İnebolu (Ionopolis), Ordu (Cotyora), Giresun (Cerasus), Sinop and Trabzon were founded along the Black Sea coast.

Because there were numerous colonies along the Black Sea in antiquity and the Bosphorus was the only means of access to these colonies, we can state with high confidence that it must have been aa much busier hub than records show.

Not far from here is another strait - the Dardanelles, which is also along the route from the Black Sea down to the Mediterranean. We do not have mythological references to Istanbul which could be compared with the story of Troy, but even Troy itself, located near the Dardanelles clearly testifies to the significance of these waterways as early as the 13th century and even before. Most probably, in antiquity the landscape of the Bosphorus was not determined by its monuments but mainly by nature. If there were particularly monumental buildings, no tangible proofs of them have in any case survived.

The concept of crossing the Bosphorus, however, should not only be viewed as passing through the waterway. As a matter of fact, the etymology of the Bosphorus means 'cattle-passage' or "ox-ford". A mythological narrative attached to the Bosphorus refers to the passage of a bull, which swam across the waterway, passing from Europe to Asia.

Beyond myth, the Bosphorus is an important passageway not only for the bull in the myth or for humans in recorded history, but also for birds as one of the most important and dense migration routes. The migration of storks is just one of the most impressive events of the region that also hosts hundreds of thousands of water birds, predatory and singing birds during periods of migration.

The Persians Built the First Bridge Across the Bosphorus

In an account by the historian Herodotus we are told that 2500 years ago the Persian Emperor Darius built a pontoon bridge across the Bosphorus by tying boats together and they used this bridge, their historic landmark, to cross between two continents. We even know the architect of this temporary bridge: Mandrocles of Samos. With what was left from the substantial sum of money paid to him, the architect commissioned a painting that would celebrate his work. He donated this painting to the Temple of Hera on the island of Samos (just across Kuşadası in Western Turkey), and he thus was able to immortalize his own name as well.

Speaking of temples, the shores of the Bosphorus were not densely settled in antiquity. Monuments that marked the view were most probably temples appealing to passers-by. We know about numerous locations related to such monuments thanks to the writers of the period including a temple which Jason and the Argonauts supposedly built around İstinye.

The prominent points of the Bosphorus geography, starting from the present Sarayburnu, which was Byzantium's acropolis,

and to the Pillar of Pompey (which built on the Clashing Rocks mentioned in the myth of Jason and the Argonauts) in Rumeli Kavağı, were likely adorned with monumental structures honoring gods of the period. To visualize the Bosphorus during that age, we could perhaps imagine that monuments like the Çanakkale Martyrs' Memorial, the *Abide*, on the Dardanelles were scattered along the shores of the Bosphorus.

It is clear that the region during the Byzantine period, even if not as much as the present day, was somehow populated. Fishing and agriculture activities that fed a great capital along with numerous monasteries built in beautiful rural areas would have left their mark on the Bosphorus. However, there were still not many reasons to think that the Bosphorus was something more than scattered villages that were largely distinct from the capital Constantinople. We can imagine a series of shore villages and some monasteries on the hills with minimal connections to the City. Villagers would travel the capital only to sell their goods in the markets.

Another noteworthy moment from earlier periods of Byzantium is when Emperor Heraclius crossed a pontoon bridge built with boats tied together while he was marching for the Persian Campaign. The building of this bridge is a striking incident, because the design was aimed at lessening Heraclius' fear of water.

It is also recounted that the Pechenegs, during one of their raids against the Turks in 1048, crossed to the Anatolian side across a bridge built with boats. It must have been another unforgettable moment when they decided not to continue this journey and swam back across the waters of the Bosphorus with their reserve horses.

Another noteworthy crossing of the Bosphorus belongs to the Holy Roman Emperor Frederick Barbarossa following an agreement with the Byzantine Emperor during the Third Crusade.

Since the emperor lost his life near Seleucia (now Silifke), drowning in the river Calycadnus three months after his landing on the Anatolian shores in the March of 1190, he was unable to make it back to the Bosphorus.

In the aftermath of the Fourth Crusade, which resulted in the conquest of Constantinople in 1204, the dominance of the Bosphorus was passed on to the Latin powers. Even after the reconquest of Constantinople by the Palaiologos dynasty, the Venetian and Genoese maritime powers continued to dominate the area.

Genoese trade was focused on the Black Sea during the Byzantine period resulting in efforts to control the Bosphorus. The monumental Yoros Castle situated on the northernmost point of the Bosphorus on the Anatolian side is living witness to this period.

It was precisely during this period when the Turkish presence in the Bosphorus started to be felt. The entire Anatolian side of the Bosphorus, including the Yoros Castle, came under Ottoman control during the reign of Orhan Gazi, the empire's second sovereign in the first half of the 1300s, when the Ottoman state, which was merely one of many Turkish principalities of Anatolia, was just founded. The Ottomans were virtually invincible in and around the Bosphorus, and they were the ones who would determine the rulers of the surrounding geography. Thus, one of the battles of the Second Venetian-Genoese War was held on 13 February 1352 in the Bosphorus, and it was only through an alliance with the Ottomans that Genoa won the war against Venice in the Naval Battle of the Bosphorus between the two Italian states.

Afterwards, just as the colonies of Miletus earlier, the Genoese colonies, allies of the Ottomans dominated the Bosphorus, but not much longer because the only ruler of the Bosphorus passage would be Sultan Mehmet the Conqueror and he would turn the Black Sea into an Ottoman lake. Following this, the Genoese colonies fell to the Ottomans one by one: Amasra in 1459, Sinop and Trabzon in 1461, Caffa, the largest of the Black Sea colonies, in 1475 and Kopa and Anapa, other ports on the shores of Crimea in 1479. Around the same time the Genoese brought the plague to Europe from Crimea through the Bosphorus.

The Long History of Crossing and Passing Through the Bosphorus

While history is full of interesting stories of crossing the Bosphorus, it has in fact not always been that easy to cross. During Byzantine rule, the crossing of this waterway was possible by the permission of the emperor in Constantinople. The 12th century historian Niketas Choniates even mentions another chain (in addition to the one at the mouth of the Golden Horn) between Seraglio Point (Sarayburnu) and the Maiden's Tower to control ships passing through the Bosphorus.

The most glorious and most famous of the buildings that represent the end of the Byzantine era is again along the Bosphorus. Built a year before the fall of Constantinople, the fortress known as Rumelihisarı represents the final stages of the conquest of the Bosphorus both literally and symbolically. In

Istanbul and a part of the Bosphorus, engraving from Hartmann Schedel's Liber Chronicarum (1493)

addition to considering who could pass through the Bosphorus, it is also important to bear in mind those who were not allowed to pass. Those who did not heed the rules of passage established by the Sultan Mehmet the Conqueror after the construction of the Rumeli Castle were not allowed to pass.

On November 26th in 1452, for example, "The first cannonball shot from the castle sank Antonio Rizzo's ship, because the ship, bringing barley to help Constantinople, refused to lower sails."

Following the Conquest, the Bosphorus for nearly two hundred years continued to be a series of rural settlements close to the capital. Surely, by then, the Ottomans, who ruled almost all the Black Sea as well, had no particular concern for defending the Bosphorus. Hence, there was no reason for dense settlement to emerge along here, and the pre-existing ones were developed as centers for agricultural production. Populations from the coastal towns of the Black Sea, especially from its eastern provinces like Rize and Trabzon, were settled in the villages of the Bosphorus. Since less populated areas were more in danger of pillage, villages were established, and new populations were brought in so as not to leave them uncontrolled.

Furthermore, the coastal areas, especially the southern parts close to Istanbul, were allocated to high state officials and elites. The mouths of streams and surrounding areas were preserved as agricultural lands and rural settlements sprang up around them.

The historian Naima narrates one of the most traumatic moments in Ottoman history: on July 20th in 1624 the northern parts of the Bosphorus down to Yeniköy were raided by the Cossacks, (yes, like those mentioned Sholokhov's "And Quiet Flows the Don" and Gogol's "Taras Bulba"). They raided with boats known as "*chaikas*" that each had 50 rowers. Large fleets were not able to move fast when there was no wind, whereas these boats could maneuver very well and could harm an opponent. Naima's History mentions that the Cossacks arrived

with 150 *chaikas*. These Cossacks went ashore in Tarabya and Yeniköy and pillaged the land. They escaped by sea and disappeared when the soldiers arrived.

Ottoman traveler Evliya Çelebi (1611-1682) refers to the incident as well: "They have come from the Black Sea Straits (Kerch Strait) with 300 chaikas and captured one thousand men as slaves and stole five Egyptian treasures and the same amount of valuable goods. They soon easily left for their hellish homeland fearlessly and recklessly." Interestingly, it mirrors a similar incident, centuries earlier when the Rus, Vikings from what is now Ukraine and Russia, suddenly attacked the Bosphorus in 860.

Undoubtedly, such an unexpected attack on the Bosphorus, an indispensable part of Istanbul, triggered an inexpressible terror in the city. Hence, a new defense perspective was adopted for the Bosphorus in the aftermath of this attack. Just after the raid of 1624, firstly the villages of Anadolu and Rumeli fener, and then Garipçe and Kilyos were turned into settlement areas. It was thus possible to see possible raids beforehand and prepare an initial defense against them.

New defense components were added after this date, and there was a transition from mostly medieval structures to the defensive principles of the Modern Era. During the reign of Mustafa III, the French Hungarian architect Baron de Tott built the Garipçe and Poyrazköy castles in line with the principles of modernity.

The ongoing struggle for dominance over the Bosphorus then was felt in other areas as well. The Treaty of Küçük Kaynarca signed with Russia in 1774 granted Russian traders the right to pass through the Bosphorus, which was a significant blow to Ottoman prestige and interests. Fortunately, at the time Russia's internal problems increased and its diplomatic leverage was weakened. The Russian insistence on granting the right of free pass to warships as well could not be sustained. The

relations between the Russian and Ottoman empires were not unidimensional, but rather also involved all of the Great Powers of the time. Although war was never-ending, wheat began to be imported from Russia for the first time at the end of the 19th century during the reign of Abdülhamit I to answer Istanbul's increased need for bread.

Since Napoleon referenced the strategic significance of the Bosphorus in sustaining global balance against Russia, it has often been claimed that he was the source of the quotation "If the world were only one country, Istanbul would be its capital". As a matter of fact, it is reported that a vast crowd applauded the Russian fleet passing through the Bosphorus in September 1798 to cooperate with the Ottomans in the Mediterranean against France who occupied Egypt.

As Ottoman industrial initiatives were being implemented during these years, the Bosphorus emerged again as a focal point. The area around Beykoz, in particular, emerged as one of the major production centers for goods like paper, leather, and glass. Some key elements for sustainable industry are actually the more important natural beauties (e.g., river sources and ports) that need protecting. Therefore, the choice of Beykoz for the first industrial initiatives of this early period should come as no surprise. Fortunately, we have started feeling sorry for the risk of losing even these relatively recent but beautiful buildings by considering them as a sort of industrial archeology.

When the army at the command of Muhammad Ali of Egypt's son Ibrahim Pasha left Egypt, a source of dispute with Napoleon, and reached around Kütahya, many people inside and outside the Ottoman Empire began worrying about a possible occupation of Istanbul. When the Russians came for help from the north as a solution, the Bosphorus once more played a central role in history.

The landing of Russian soldiers so close to the capital, in the area where the current Beykoz Shoe Factory (not in use

anymore) is located, and their staying there until the Ibrahim Pasha's troops retreating behind the Taurus Mountains, should have certainly raised concern for Istanbul's security, even when the Russians were deemed as saviors at the time. Russians should have reacted in a friendly way, not because of their fondness for Sultan Mahmut II, but because they preferred that the weak Ottomans remained in power rather than a strong enemy like Muhammad Ali. Furthermore, a long stay on the Bosphorus was a great opportunity to learn and document the zone in detail. After all, with the signing of the Treaty of Hünkar İskelesi in 1833, the Russians gained a great advantage in Bosphorus, and the Ottoman State had to enter an agreement that allowed the Russians use the Bosphorus.

Britain, of course, was in no position to celebrate in this state of affairs. Hence, worked hard on a different front and only five years later, having increased their pressure within the Ottoman state, the British also signed the Baltalimanı Trade Agreement in the Bosphorus (at the waterfront mansion of Reşid Pasha) in 1838. The British have thus gained significant privileges, and this paved the way for granting new rights to other European states as well. The Ottoman State lost its monopoly in foreign trade and the extraordinary power of taxes and limitations, including the customs duties.

During the last year of Abdülmecit's reign in 1861, other series of trade agreements were signed with Western states on the shores of the Bosphorus (again at the Keçecizade Fuat Pasha's waterfront mansion that no longer exists). These are known as the Kanlıca Trade Agreements. Even the fact that the agreements then signed with the Great Powers at were named after the neighborhoods of the Bosphorus indicates how it became a focal point once more.

In the meantime, the establishment of *Şirket-i Hayriye* ferry company and the first regular ferry lines on the Bosphorus made this waterway as virtually a central part of the city. It should also