

**HISTORICAL EVOLUTION OF HOSTELRY
BUILDINGS WITH PARTICULAR REFERENCE
TO THOSE WITHIN THE INNER-CITY OF
IZMIR FROM THE 17th TO THE FIRST
QUARTER OF THE 20th CENTURIES**

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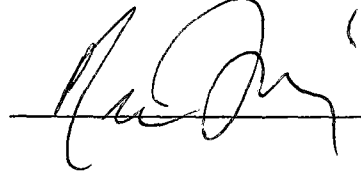
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ABSTRACT

For ages, the act of traveling that has been realized in different ways due to the changing commercial, religious, militaristic, or touristic reasons, take place among the fundamental activities of humanbeings. The hostelry buildings, which have been established in order to encounter the varied necessities of those who travel, and which have developed within the framework of the specific conditions of the periods the civilizations belong to, constitute an important group of buildings in every period.

In Anatolia, where, owing to the connection provided between Asia and Europe, the busy circulation routes pass through, and in its close surroundings that Anatolia is interactively involved with, it is possible to monitor the evolution of hostelry buildings within a considerably long period of historical process. These buildings have functioned as hostelry buildings as katagogions in Antique Era, xenedokions, "*ksenodokhion*"s, in the time of the Byzantine, and finally as ribats, caravansaries and khans in cultures of Asian-Turkish and the Seljuks. For centuries, they have provided for the support required to sustain the commercial, religious and militaristic activities at cities and all along the roads.

In the Ottoman Era, the caravansaries and khans have taken over the function of lodging for a long period of time. These buildings, which are especially organized in accordance to the requirements of caravan trade, were used for travels of Pilgrimage as well as of militaristic purposes. As for the period of Westernization Period in the 19th Century, there has been a transformation experienced in hostelry architecture and hotels have emerged in this period. Parallel to the development of tourism during the Republican Period, these buildings have also become varied and the number of establishments such as hotels, motels or holiday resorts have shown a rapid increase.

The evolution process of hostelry buildings in the West is important for the fact that modernization of such type of buildings in question, have been initiated in this region. The service of lodging offered by monasteries in the West during the early periods have, in later times, been replaced by guest-houses and inns. Then, starting with the 18th Century, hotels which serve by a new kind of understanding have been put on the agenda. This development, constituting a turning point in terms of the understanding and architecture of lodging, has also been reflected in the large cities of the Ottoman Empire as İstanbul and İzmir.

The inner-city hostelries of İzmir dated to the period between the 17th Century and the first quarter of the 20th Century, are worth to be analyzed owing to their architectural characteristics on one hand, and to the capability of highlighting the evolution process of this type of building in the Ottoman Empire, on the other. These buildings have developed to be consistent with the conditions of the city they have taken place within. It can, thus, be observed that these buildings have been changed according to the social, economical and urban conditions.

The progress of İzmir in the period starting with the 17th Century, until the first quarter of the 20th Century, can be analyzed in two periods, with the first one as to comprise the 17th and 18th Centuries, and the second as to start with the 19th Century and end in the first quarter of the 20th Century. It is possible to place the different stages of these hostelry buildings within the two periods of different characteristics. Whereas in the first period, “khans” have served as hostelry buildings, in the second period, they have been replaced by hotels of a new understanding. However, this transformation from khans into hotels has not been realized at once, but rather in a much complex manner in terms of concepts, architecture, function etc.

The majority of inner-city historical hostelries of İzmir could not be able to reach the current day. At present, most of those that still exist have lost their original functions and been damaged. It is required that khans as the over-damaged group of buildings, should be subject to conscious applications of conservation as soon as

possible. As for the historical hotels, regarding the aim that they can be passed on to the future as the first examples of the city hotels on one hand, and that the position of İzmir within the specific evolution process of hostelry buildings can be exposed, it is considerably important to restore them as to keep their original architectural characteristics and function.



ÖZET

Çağlar boyunca ticari, dini, askeri, turistik vb. değişen nedenlerle ve farklı biçimlerde gerçekleştirilen yolculuklar insanoğlunun temel eylemlerinden birisini teşkil etmiştir. Yolculuk eden kişilerin çeşitli ihtiyaçlarını karşılamak üzere tesis edilen ve ait oldukları uygarlıkların koşulları çerçevesinde gelişen konaklama yapıları, her dönemde önemli bir yapı grubunu oluşturdular.

Asya ile Avrupa'yı bağlaması dolayısıyla işlek yol güzergahlarının geçtiği Anadolu'da ve etkileşim içinde olduğu yakın bölgelerde, konaklama yapılarının uzun bir tarihsel süreç içerisindeki evrimini izleyebilmek mümkündür. Antik dönemde katagogionlar, Bizans döneminde ksenodokhionlar, Asya-Türk kültürlerinde ve Selçuklularda ribatlar, kervansaraylar ve hanlar konaklama yapıları olarak hizmet verdiler. Bu yapılar yüzyıllarca yollar üzerinde ve kentlerde ticari, dini ve askeri eylemlerin sürdürülebilmesi için gereken desteği sağladılar.

Osmanlı dönemi içerisinde uzun bir süre konaklama fonksiyonunu kervansaraylar ve hanlar üstlendi. Özellikle kervan ticaretinin ihtiyaçlarına göre organize edilen bu yapılar, Hac yolculukları ve askeri seferler sırasında da kullanıldılar. 19. yüzyıldaki Batılılaşma döneminde ise konaklama mimarisinde bir dönüşüm gerçekleşmiş ve oteller ortaya çıkmıştır. Cumhuriyet döneminde turizmin gelişmesine paralel olarak, bu yapılar da çeşitlenmiş, otel, motel, tatil köyü vb. tesislerin sayısı hızla artmıştır.

Konaklama yapılarının Batı'daki evrim süreci, söz konusu yapı türündeki çağdaşlaşmanın öncelikle bu bölgede başlamış olması dolayısıyla önem taşır. Batı'da

erken dönemlerde manastırlar tarafından verilen konaklama hizmeti, sonraları misafirhaneler ve hanlar tarafından üstlenilmiş, 18. yüzyıldan itibaren ise yeni bir anlayışla hizmet sunan oteller devreye girmiştir. Konaklama anlayışı ve mimarisi açısından bir dönüm noktasını oluşturan bu gelişme, 19. yüzyılda Batı'dan Osmanlı İmparatorluğu'nun İstanbul ve İzmir gibi büyük kentlerine yansımıştır.

17. yüzyıl ile 20. yüzyılın ilk çeyreği arasına tarihlenen İzmir kent içi konaklama yapıları hem mimari karakteristikleri, hem de bu yapı türünün Osmanlı İmparatorluğu'ndaki evrim sürecine ışık tutan belgeler olmaları dolayısıyla incelenmeye değerdirler. Bu yapılar kentin içinde bulunduğu koşullara bağlı biçimde gelişmiştir. Sosyal, ekonomik ve kentsel koşulların değişimine bağlı olarak bu yapıların da değiştiği gözlenmektedir.

İzmir'in 17. yüzyıldan 20. yüzyılın ilk çeyreğine kadar olan gelişimi, birincisi 17. ve 18. yüzyılları kapsayan, ikincisi ise 19. yüzyıldan 20. yüzyılın ilk çeyreğine kadar uzanan iki ayrı evre halinde ele alınabilir. Konaklama yapılarının farklı aşamalarını, farklı karakteristiklere sahip bu evrelerin içine oturtmak mümkündür. Birinci Evrede "hanlar" konaklama yapısı olarak hizmet verirken, İkinci Evrede yeni bir anlayışla organize edilen "oteller" onların yerini aldı. Ancak hanlarla oteller arasındaki bu dönüşüm bir anda değil, kavram, mimari, fonksiyon vb. açılardan karmaşık bir süreç içinde gerçekleşmiştir.

İzmir'in tarihi konaklama yapılarının büyük bölümü günümüze ulaşamamıştır. Halen mevcut olan yapıların çoğu da orijinal fonksiyonlarını yitirmiş ve tahrip edilmiştir. Aşırı derecede zarar görmüş bir yapı grubunu teşkil eden hanların, zaman geçirmeden bilinçli koruma uygulamalarına tabii tutulmaları gerekmektedir. Tarihi otellerin ise orijinal mimarileri ve fonksiyonları ile restore edilmeleri, hem kentteki ilk otel örneklerinin geleceğe ulaştırılabilmesi, hem de İzmir'in konaklama yapılarının evrim sürecindeki konumunun ortaya konulabilmesi açısından büyük önem taşımaktadır.

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CHAPTER ONE

INTRODUCTION

1. General Framework

This study analyzes the evolution of hostelry buildings within the historical process in terms of its general magnitude on one hand and of an elaborate focus on the inner-city hostelry buildings of İzmir (17th Century - first quarter of the 20th Century) that reveal considerably important information on the subject on the other, and it questions the connections between the past to be concerned with such type of buildings and the contemporary phenomena.

The analysis of the evolution of hostelry buildings has necessitated the unraveling of a complex period of time. As there exists prominent differences between the understanding and architecture of the past and the present, a number of problems involved with conceptual and terminological matters during that analysis are to be entailed. For instance, despite the definitions of hostelry buildings of different periods, due to the fact that the concepts of “khan” and “hotel” could not be considered separate from each other, for some period of time, there have been certain difficulties met regarding the analysis of buildings. In this respect, even during the expressions written in English, there has been issues exposed to be discussed terminologically. As it is revealed in some English references concerning the historical course of time, the word “lodging” has been used for the “accommodation” activity of the present time, and another word “hostelry” for the building of accommodation. Accordingly the problem that most of those hostelry buildings of Izmir, which all together constitute the region to be focused in context of this thesis, are demolished today, as well has caused difficulties in terms of the researches to be held. However, the rapid

demolition of these buildings that occupy an important place for the history of the city, brings forth the necessity to accomplish the required studies and collect all the documents and information in question together.

In this chapter of the study, such infrastructural issues as the aim, context, and method of the study are put forth.

1.1 The Aim of the Study

This study develops through the below-listed purposes:

- In the process of historical evolution, the analysis of hostelry buildings of different periods with regard to the factors affecting these buildings; the determination of architectural changes, common principles passed on from one age to another, interactions between different cultures, and the turning points within the evolution process;
- The identification of the status, within the evolution process, of inner-city hostelry buildings of İzmir dated to the period between 17th Century and the first quarter of the 20th Century; the determination of their specific characteristics to be considered in relation with the specific conditions of their periods; the exposition of relations between the past and present, and the distant and close cultures;
- With respect to the Ottoman Empire and the West in general terms, and of İzmir in specific terms, the determination of how the transition from the traditional understanding of lodging to that of the contemporary times has been realized and what the factors are that expose such a transition;
- The analysis of the reflections of the mentioned developments over the hostelry buildings and of the radical change in this type of building determining the architecture of hostelry buildings of our time;
- As those historical hotels, which are important for the fact that they constitute the first examples of contemporary hostelry architecture in İzmir and that they are

those buildings that are left between the past and the present, are to be put on the focus,

- the identification and determination by existing situation of buildings,
- documentation,
- the determination of architectural characteristics,
- the classification,

of the inner-city hostelry buildings dated to the 17th Century and the first quarter of the 20th Century, and

- the exposition of specific issues of uncertainty that are related to these buildings in the historical course of the city;

- The suggestion of proposals about the conservation and revitalization of those historical hostelrys of İzmir that were able to reach the current time.

1.2 The Context and Method of the Study

Since the ancient times, humanbeings travel in different ways and for various purposes. Certain necessities like purposes of trade, religion and military, attaining conditions of health, recreation, entertainment, visiting new places etc., together with the increasingly developing phenomenon of tourism, both have constituted the major reasons of traveling for ages. The existence of the act of traveling and the travelers have resulted in the need for lodging, and this basic necessity then has entailed the establishment of hostelry buildings. These buildings, besides their existence for long periods of historical time and attaining an important role in a basic activity of humans as traveling, are worth considering because that they are the indicators of the cultures and the conditions of the periods they belong to.

The history of hostelry buildings, has not developed together with only the history of travels, but also with the social, economical and urban history of the regions they are located at. The changes taking places at those regions in question have influenced the hostelry buildings and thus have resulted in their modification as well. The hostelry buildings that gather all those members of different nations, religion and race,

coming from various regions, constitute such a building group that the effects of different cultures are also to be reflected upon.

The conditions of their ages have affected not only the architecture of hostelry buildings, but also the way they have been used. These buildings, which have basically been constructed for encountering the needs like sheltering, resting, eating, etc., of those who travel, have been used as multi-functional buildings over a rather dispersed geography and history. These buildings, especially besides serving for the activity of lodging in Eastern cultures, have also functioned as military headquarters or as a building for trade and storage. As for the West, during certain periods, they have constituted entertainment places as well as hostelrys. Whereas some have been the crucial elements of trade, pilgrimage and military routes, others have become the symbols of the cities they were placed within.

The hostelry buildings were the “katagogion”s of the Antique Era, the “*xenedokions, ksenodokhion*”s of the Byzantine Period, the “ribat”s, “caravansaries”, and “khan”s of the civilizations of Asian-Turkish, Seljuk, and the Ottoman, and the “inn”s, “gasthoff”s or “fondaco”s of the Western cultures. Towards the end of the long evolution process of this type of building in history, hotels have emerged in the 18th - 19th Centuries. This study, considers especially this point of evolution process and suggests the below assertions concerning the matter in question.

• *In the historical evolution process of hostelry buildings, owing to the fact that the 18th and 19th Centuries constitute the beginning of the understanding of lodging and the architectural developments of our day, they are referred as to constitute a turning point both.*

• *The inner-city hostelry buildings of İzmir have displayed a development that has paralleled the general process of evolution and thus, have lived through an approximately synchronous transformation. This transformation, places the inner-*

city hostelry buildings of İzmir at a position, which is particularly special for the evolution of this type of building in the Ottoman Empire.

That the hostelry buildings of different ages throughout the historical process, and of different periods within the specific time period between the 17th Century and the first quarter of the 20th Century are considered within the same study and that the relations in between are analyzed, both constitute the original aspects of the study. The study is also specific with its analysis of the development of the inner-city hostelry buildings of İzmir within a period of over 300 hundred years, to be considered by taking the above-stated phenomenon of “transformation” as its departure point, and with its subject as the historical hotels, which refer to a rather neglected matter for the conservation implementations and the scientific studies of especially the historical heritage of the city.

During the preparation of this thesis, the adopted method involves the analysis of the published and unpublished references, the examination of archive documents, the finding of the old and new plans, the examination of the related legislative documents such as the law items, by-laws, decisions taken and reports, and the obtainment of such materials as the existing situation projects, “releve”s, and restoration projects, the old photographs etc. There has also been personal interviews with those related people as the old and new owners of the buildings, the members of Conservation Council of Cultural and Natural Entities, and the Municipality members etc. The implementation of a case study, the determination of the existing situations of the historical hostelry buildings that still exist today, the analysis of these buildings to be in relation with their near surroundings, and providing a documentation for all the stated information, are also among the adopted method.

The study consists of six chapters and a catalogue. In the first chapter, which refers to the introductory part, the main objective of the study has been set forth and the system of the study has been established.

The thesis is structured upon a system that starts from the general down to the details, and the effort is especially spent for the holistic conception of the historical process in priority. In the second chapter, the evolution of hostelry buildings from the Antique Era until the present time, has been analyzed in relation with the conditions and the developments determining their architecture. Within this analysis that is realized in context of various civilizations and the different regions of the world, the place we are currently settled at, avails for a great deal of information in terms of the elaborate analysis of the hostelry architecture of the region. This is because of the fact that every period has been founded upon the previous one and that every culture has influenced the coming one. As most regions of the world are connected to each other by roads, that is, by commercial, religious and militaristic etc. relations, and that the hostelry buildings are located either along these routes or within those inter-connected cities, obliges for the analysis of the cultural developments to be related with these buildings as well. In accordance with this approach, together with the Anatolia region and its close surrounding, the developments of the Western cultures have also been taken into consideration.

Following the consideration of the general information concerning the historical process, the specific researches fostered about the inner-city hostelry buildings of İzmir, which have emerged in the period of time between the 17th Century and the first quarter of the 20th Century, have also aided the development of this study. In the third chapter, the basic factors determining the development of hostelry buildings of inner-city hostelrys of İzmir have been taken into consideration. The social, economical and urban factors that affect this type of building have been examined within two different periods, of which the first one refers to a period of time between the 17th and the 18th Centuries, and the second one between the 19th Century and the first quarter of the 20th Century.

In the fourth chapter of the thesis, the changes of the economical, social and the urban factors as well as the cultural interactions resulting in these changes, all to be reflected upon this type of building have been analyzed and the transformations taking

place in the inner-city hostelry buildings have then been set forth. This transformation, in case frankly summarized, has been realized by the replacement of khans of İzmir by the new hostelry buildings as hotels. These stages of the development process of hostelry buildings have been examined within the periods determined in the third chapter and, this is followed by a specific classification of these buildings and the determination of their architectural characteristics.

In the fifth chapter, the problems related with the conservation of inner-city hostelry buildings of İzmir have been analyzed and the proposed suggestions involve a consideration of legislation and implementation of the act of conservation to be appropriate for this type of building. A proposal of a project concerning the conservation and revitalization of historical Kemeraltı hotels that constitute the rare examples of their periods, has also been elaborately discussed within this chapter.

In the concluding part as the sixth chapter, the assessment held refers to the whole historical process of the developments of hostelry buildings in relation with the developments emerging at İzmir between the 17th Century and the first quarter of the 20th Century. The determinations about how and through which kinds of impacts the changes of inner-city hostelries of İzmir have been realized, the examination of the building type by such aspects as urban location, function, architectural qualities etc., the classification suggested in context of this thesis, and the issues concerning the importance and conservation of inner-city hostelry buildings of İzmir within the historical process, all constitute the other related subjects of discussion.

An additional important part of the thesis includes the “Catalogue for the Historical Hotels of İzmir”, which comprises detailed information about sixty-five hotel buildings that belong to the period between the 19th Century and the first quarter of the 20th Century. The catalogue attains the quality of a guide-file on matters of the history, owners, users, lodging prizes, urban locations, architectural characteristics, the position within the specific classification, and the existing situations etc. of the hostelry buildings. This part is supported by the old and new photographs of the

buildings, and existing situation projects, “*releve*”s, and restoration projects as well as various other documents. Through the collection of information and documents belonging to the historical İzmir hotels that are among the first hotels of the Ottoman Empire, in a study which is open to further analysis, it is aimed at encountering a considerable deficiency in this field.



CHAPTER TWO

THE HISTORICAL EVOLUTION OF HOSTELRY BUILDINGS

2. General Framework

In this chapter, the evolution of hostelry buildings during the historical period starting with the Antique Era up to the current day, is analyzed and the changes with regard to the conceptual, architectural, functional and usage aspects of this type of building are exposed. The developments in terms of transportation systems and the type of traveling, both of which are among the main factors which affect the hostelry buildings, are also mentioned.

The historical evolution of hostelry buildings is elucidated in two parts. In the first part, the development of this building type in Anatolia and its environs, that is, in countries like Greece and the states of Asian-Turkish, all of which were in close relations with Anatolia, constitutes the topic. In the second part, on the other hand, the development of the hostelries in the West is analyzed. This part in question will guide the way to discuss the Western effects over the architecture and the hostelry buildings as well as the social, economical, urban circumstances during the Westernization Period of the Ottoman Empire in the 19th Century.

2.1 The Development in Anatolia and its Close Surroundings

Anatolia constituted a region that has to be elaborately and carefully analyzed in terms of the evolution process of hostelry buildings, since it has been sheltering various civilizations for centuries, and thus, acting as a bridge between Asia and Europe. The location of Anatolia connecting the two continents has caused the important roads in history to take a route through this country. The presence of roads and passengers necessitated the construction of hostelry buildings. While the hostelrys in Anatolia were shaped according to the specific conditions of the country, they also were inevitably affected by the cultures of the regions in connection.

2.1.1 The Antique Era

The hostelry buildings of the Antique Era are generally called "*Katagogion*". The word "*Pandokheion*" is also used to describe a building where people lodged in (Grob, 1979, pp.1384-1385 & Hiltbrunner, 1979, p.1409). The word "*Ksenostatis*" that originates from the word "*Ksenos*" which means "guest" or "stranger", defines a hostelry as well (Liddell & Scott, 1961, p.539).

In the Antique Era, as in later ages, one of the most important reasons for traveling among the cities was trading (Sedillot, 1983, pp.67-122). Apart from the merchants, the main users of hostelry buildings were those people who traveled for the purpose of military and official duties, visiting holy places or using thermal springs for reasons of health. During this period, since transportation was not developed much, journeys used to last for a long time and therefore it was compulsory to benefit from the katagogions. There were katagogions located along the roads as well as within the cities (Grob, 1979, pp.1384-1385). The Romans considered that it was important to construct establishments for activities of lodging, having meals and entertainment along the famous Roman Roads (Williams & Robinson, 1970, pp.746, 748).

The God Hermes was the protector of both thieves and merchants as well as the passengers. The statues of Hermes erected on the roads were the mile stones of this age (Erhat, 1978, pp.152-153). It is stated on a signboard of a hostelry building from Roman period in Lyon that, lodging facility within neat conditions and breakfast was offered to passengers in a building which belonged to Septumanus and on the other hand, the name of Mercure was also mentioned (directly from Allmer et Dissard and Bonnard, Gülersoy, 1985, p.50). “*Mercurius hic lucrum promittit Apollo salutem Septumanus hospitium cum prandio qui venerit Melius atetur. Post hospes ubi maneat prospice.*”

One of the most important routes in the Antique Era was the “Royal Road” between Sardis and Susa, which approximately took 90 days. During this journey, it was necessary to travel through the regions of Lydia, Phrygia, Cappadocia, Cilicia and Armenia and to cross four rivers such as the Halys, the Euphrates, the Tigris and the Gyndes. There were one hundred and eleven lodging points on this road. The security of the route was provided and good hostelries were built all along (Herodotos, V/52-54, 1973, pp.309-310). It can be figured out that, when the Persians came to Anatolia (4th -5th Centuries B.C.), they used the roads that had already been constructed and that they also innovated these roads. The part of the Royal Road which started in Cilicia and ended in Susa, was also used by the Assyrian Kings. Lydia rulers considered these roads important as well. During the Persian Empire, the Royal Road, together with the postal services institution, lodging places and hostelries, all were under the management and control of the government. The East and West road network was developed during the Roman Period such that the activity of trading could be accomplished. The secondary roads, which were connected to the main roads, were also considered important. (Figure 1). As can be exemplified by the route from Ephesus to Smyrna and Cyzicus, the successive civilizations pursued along using the same routes (Ramsay, 1960, p. 44).

It is understood that, in the Antique Era, there were various qualities of hostelry establishments. The hostelries were benefited not only for shelter and meals, but also

for entertainment. Since the katagogions, which were used as both a hostelry and an alehouse, were notorious, it was considered to be a shame of the city public who go there. In ordinary katagogions, resting was carried out on chairs. In these buildings, where cleaning conditions were disregarded, it was often possible to come across insects. As for the katagogions with higher standards, they had rooms where their doors could be locked, were enlightened with the candles and where there were single beds. In these establishments, where there were tasteful foods, it was also possible to hold meetings of clubs and societies (Grob, 1979, pp.1384-1385).

A passenger who wanted to lodge in a good hostelry during the Roman Empire, had to carry within a reference (evection) letter obtained from the authorities. The Magistrates used to inspect these establishments and the civil servants lodging there quite strictly. A passenger without a reference letter from the authorities, on the contrary, had to lodge in one of many ordinary hostelries, where there were all sorts of poverty, indecency, and theft. In the hostelries during the Roman Period, it was compulsory to be on night-watch duty except for the times of religious festivals, mournings or public festivals, and to take notes of the names, living places and nationalities of the guests (Williams & Robinson, 1970, p.748).

Hostelries of the Antique Era, had a plan scheme, which composed of two stories consisting of rooms ranged around an almost square-shaped courtyard with columns. The rooms, dining halls or stables could be organized around one or more courtyards. The samples of the hostelries remaining from the Antique Era, are only a few. Most of them had been found out in Greece. These buildings have an enlightening characteristic for the Western Anatolia as well, because they are the works of the same civilization. Dinsmoor mentions one katagogion, which was built by Thebans in Plataea in 427 B.C . According to the description given on the name Thucydides, the building consisted of rooms surrounding a courtyard on two floors (Dinsmoor, 1975, p.251). The hostelry, which was constructed in Olympia Antique City in 170 B.C. and renewed in 220-230 A.D., was planned in the same manner, around a courtyard with similar sized rooms (Figure 2). It is thought that this building, which was connected

with a *thermae* and *latrine*, was used for the purpose of curing (Mallwitz, 1972, pp.276-277). Another hostelry building in Olympia was the "*Leonidaeum*" which served for distinguished guests. The building which was constructed by a Naxian called "*Leonidas*" after 338 B.C., holds a plan scheme consisting of rooms organized around a square-shaped main courtyard surrounded by columns all around (Figure 3). Similar to the other hostelries, it was built in two floors (Dinsmoor, 1975, p.251). The hostelry in Epidaurus was built in 4th Century B.C., for providing a lodging facility for the pilgrims visiting the holy area. The building with dimensions 76.30 meters to 76.30 meters, consist of rooms lined up around a square four-peristyled courtyard with each surrounded by columns (Figure 4). Although each courtyard has a separate entrance, there still are connections between each other. There were one hundred and sixty rooms in the two-storied building. This building, which was connected with a laundry as well as a *thermae*, was possibly used for the purpose of curing, too. (Iakovidis, 1978, pp.134-135).

It is suggested that the square-shaped building surrounding a courtyard with similar-sized rooms in Kassope Antique City is considered to be a *katagogion* as well (Coulton, 1976, p.245). This two-storied building was placed right behind the North Stoa of the Agora in the Antique City (Figure 5). Another suggestion regarding this building, which dates back to the last quarter of the 3rd Century B.C., is that it might have been used as a market-hall. A marble scales-table found in the building, is shown as evidence of this claim (Hoepfner & Schwandner, 1986, p.91). Similar to the *khans* of later periods, this building probably served people for lodging as well as for trading activities.

It is revealed that some *stoas* in the Antique Era were used for the purpose of lodging. The South Stoa in Corinth Antique City is depicted as an example to this opinion (Figure 6). This stoa, which its upper floor rooms are thought to belong to the function of lodging, was placed around the temple (Coulton, 1976, p.57).

2.1.2 The Byzantine Era

The hostelrys mentioned in the Byzantine Era are called “*Xenedokion, Ksenodokhion*” (Sözen & Tanyeli, 1986, p.139). The word “*Ksenodokhion*” originates from the word “*Ksenodokhia*” which means hosting a stranger (Liddell & Scott, 1961, p. 539).

During the Byzantine Empire, while the old Roman roads were to be benefited, new ones were constructed as well. It was a necessity for the settlements to be connected to Constantinople. Military and religious purposes were also among the main reasons for construction of the roads. During the military expeditions, the supply of the army in headquarters along the roads, were to be in question. The route called “The Pilgrims Route”, “*Hacılar Yolu*”, which originated from Constantinople, extended towards Ankyra and ended at Jerusalem, was considered quite important not only for religious purposes, but also for trading purposes. (Ramsay, 1960, pp.77-78, 216).

There is very limited information about the hostelrys belonging to the Byzantine Era. During this time, the number of people traveling for religious purposes had increased a great deal. At first, pilgrim convoys were to lodge at the inns called “*Pandokheion*”. Later on, it was figured out that the monasteries also were providing place for the activity of lodging. Following the church taking a start in terms of acting independently in 313, in order to save those traveling religious brothers from the “*pandokheion*”s, which were then not considered as much suitable places, the establishments called “*Xenedokions, Ksenodokheion*”s were built (Hiltbrunner, 1979, pp.1409-1410).

Although some researchers claim that the “*xenedokions, ksenodokhion*”s constitute the origin of the khans and caravansaries of later periods, since there are not any samples left at present, the proposition in question has not achieved any validity (Sözen & Tanyeli, 1986, p.139; Güran, 1976, p.2). It is suggested that these

buildings were also leading in the formation of other establishments to be founded in time, such as charity kitchens, orphanages, hospitals etc. (Hiltbrunner, 1979, p.1410).

2.1.3 The Seljuk Era

Great Seljuk State which was established at Horasan in 1040, developed to become a large empire during the Alparslan and Melikşah reign. The Seljuks were mostly affected by the architectural traditions of The Karahans and The Ghaznavids both of which were Asian-Turkish states. The Great Seljuk architecture has a strong impact on shaping the Asian-Islamic architecture that were to follow (Altun, 1988, pp.16-24). In 1077, with the joining of Anatolia to the Turkish lands, Turkish art, which was advanced in time by the Karahans, the Ghaznavids and finally the Great Seljuks, consequently reached Anatolia (Güran, 1976, p.5).

The hostelry buildings during the Seljuk Era developed to be mostly reliant upon caravan trading. The Seljuk caravansaries and khans, which were established along the caravan routes, were rather affected by the ribat architecture of the Karahans and the Ghaznavids. As for the most developed shapes and forms of caravansaries, they can be run into as the monuments of the Anatolian Seljuk Era.

2.1.3.1 The Caravan Trading and Caravan Routes

The caravan business, which originated especially along the trade routes, left lasting marks for centuries not only over the trading life, but also over the concept of traveling. While the caravan routes determined the location of hostelries, the conditions specific to the caravan journeys were rather effective on shaping of these buildings. For many eras, the activity of trade used to be accomplished by caravan-like convoys. At the beginning of the 7th Century, the term “*Kafile (Kafila)*” was used for “gathering merchants”. The word “*Arkish (Arkış)*”, which means “caravan” was accounted to be a Turkish word since the 8th Century (Orhonlu, 1984, p.140).

The word "Caravan" which derives from the Persian originated word "*Kar-ban (Karban)*" means "the one who controls and protects the work" (İlter, 1969, p.5). Caravan expresses a group of people like merchants and pilgrims traveling for a specific purpose together with the persons who served them as well as the commodities and animals accompanying them. Organizing the caravan, adjusting walking distances and solving the problems that might arise during the journey, all were the responsibilities of the "*Kervan-bashi*" (leader of the caravan). During the Anatolian Seljuk Era, the government appointed an administrator called "*Emir-i Karbansalar*", together with a commander called "*Rahbar*" or "*Tutkavul*" and the guards for the administration and protection of the caravans (Orhonlu, 1984, pp.143-144).

The animals in the caravans consisted mainly of horses, mules, donkeys and camels. While camel-caravans were generally used on deserts and plain land, mules, donkeys and horses were preferred on mountainous regions. In various countries, there also existed different types of caravans. In India for instance, large caravans carrying grain would consist of 100-200 carts each pulled by 10-20 oxen (Orhonlu, 1978, p.676). Camel caravans were benefited widely, owing to the fact that the camels could carry more weight and were much stronger. While the camels of the hot countries between Hürmüz and Isfahan could carry less load, those of the cold climates between Tabriz and İstanbul, were able to carry more (Tavernier, 1980, pp.74-75).

The caravan would move in a certain order all the way through. Whilst the camels which were tied with ropes in groups of tens or twenties were going through in a succession, their owners would travel on small donkeys at front and the servants would walk nearby. If the caravan was supposed to spend the night at an open area, the loads would be brought down and put in such an order that they would form a rectangular shape, the camels and mules would be left free around on the pasture and the horses would be tied up. When it grew dark, the camels would be gathered to be lined up. At nights people had to be careful about thieves and the guards,

occasionally, would play the drums to inform each other (Orhonlu, 1984, pp.141, 144). The lodging places were located within one-day-walking distances to the caravan. Especially in deserts, walking distances would differ between 6 to 12 hours to be accorded with the water supply. In order to avoid the heat and reach the lodging place in daytime, they could also be traveling overnight (Tavernier, 1980, p.68). The caravan guides used to carry torches so that they could illuminate the roads during night-time walks (Braudel, 1993a, pp.222-223).

Not all caravans were aimed at trading. There also were caravans of military or religious purposes. The military caravans were meant to be military unions which were to travel around in order to unravel certain problems like a rebellion coming up in large boundaries or to start expeditions. The military caravans traveling with their equipment, victuals, camping supplies, spoils taken in wars, accompanied by those people having different occupations and their servants, all have lost their importance in time (Coon, 1958, pp.332-333).

The Pilgrim caravan, which traveled for religious purposes, constituted a type of caravan with different characteristics. Starting in the 7th Century, many numbers of pilgrims of different languages and cultures, coming from different regions, began to visit Mecca. With regard to the pilgrims, the caravan journeys meant to be quite a long period of time full of difficulties. Apart from the unsafe and dangerous atmosphere of the routes, another serious problem was the supply of the requirements of the caravan. In years of drought and famine, the Pilgrimage journeys could be even postponed. In 1407, Nasır-ı Hüsrev, who was in the committee accompanying the cloth of Kaaba being sent from Cairo to Mecca every year, claimed that not even one Pilgrim caravan could set off that year because of the famine. Ibn Cübeyr, on the other hand, who has gone on a Pilgrimage in 1183, mentions the danger on the roads. In this period, a nominee pilgrim from the Western Mediterranean region would be recommended to go to Baghdad through Syria and join the Baghdad caravan. Going to Alexandria by European ships and then joining the Pilgrim caravan in Cairo was the another procedure which was benefited for centuries (Faroqhi, 1995, pp. 13-17).

Since the Pilgrimage journeys were to cost a great deal, the Pilgrim caravans were financially supported in such occasions. Ibn-i Battuta, who joined a caravan from Iraq in 1326, states that the caravan was financed by Sultan Abu Said, that various needs of poor pilgrims, such as food and medicine were supplied and that, invalid people were carried on camels (Coon, 1958, p.334).

The climate factor constituted quite an important matter affecting caravan journeys. In Mediterranean regions, the caravan business was accomplished as to include the sea transportation as well. As during the winter months the sea transportation became difficult, the caravans which set off from the Northern Sahar would go to Cairo and cross the distance between Tunisia and Cairo in three months. On the other hand, crossing the desert between Baghdad and Aleppo during the summer months was very difficult. The caravans traveling in long range were then called "seasonal caravans" and the ones working in India were also known as "monsoon caravans". Except for desert areas, the caravans used to travel in regions like Anatolia, the Balkans and Azerbaijan during summer months and would reach Egypt and other Northern-African countries in September-October or April-May-June (Orhonlu, 1978, p.677).

Another subject to be discussed as comprehensively as caravans is the caravan routes. For centuries, there has been numbers of different civilizations, but the trading routes have always existed. The different nations were doing their trading business through the present routes. Religious, military etc. reasons were also determining for these routes. The Turkish countries in Central Asia, which had been doing caravan trading for ages, were using the trade route named Khan Route, "*Han Yolu*". This road that connected China to the Central Asia, was known as the "Silk Road". One of the branches of this route that followed the River Tarım in Başbalık was known as the "Pelü-North Route" and the other branch extending through the Valley of the River İli was known as the "Nanlu-South Road". The Turks used to buy silk from China and sell leather, fur and things made of jade. The Great Seljuk State, regarded the

development of the caravan trade, that was to continue along the Silk Route, as important (Şapolyo, 1972, p.266).

During the Middle Ages of Islam, Baghdad was the starting point of the routes opening to the East and the West. There were a few important trade routes then. The first extended from Baghdad along the Tigris to the north through Mosul - Hatra - Harran or Sindjar - Nisibis - Rakka - Mandibj- Aleppo - Hama - Hims - Ba'labakk - Damascus - Ramla - Cairo - Alexandria and from there to the North of Africa by sea. The second one originated from Baghdad going along the West side of the Euphrates, then from Hit to Damascus, crossing the desert by short-cut. Yet another one extended from Baghdad to the east, to Hamadan and from there to Rayy-Nishapur-Marw-Bukhara-Samarkand, which was the west end of the Silk Route in Farghana, *Fergana*, opening to China. Another route would cross the north of the Caspian Sea and reach the north ports of the Black Sea, while another one would start in the Khiwa, *Kiev*, in Khwarazm, *Harezm*, go towards the mouth of the Volga and from there to the Baltic countries (Orhonlu, 1978, p.676).

After the conquest of Anatolia by the Seljuks, Turkish trading developed even more. During this period an important transit trade between the Mediterranean world and the East was going through Anatolia. As it became difficult to pursue trading through the Syrian ports that were then controlled by the Crusades, the Anatolian cities like Konya, Sivas, Kayseri, all developed as commercial centers of the 13th century. The conquest of Sinop in the Black Sea coastal region together with Antalya and Alanya in the Mediterranean region by the Seljuks, provided for establishing connections through the sea for caravan trading (Kuban, 1981, pp.127-128). The trading route starting from Khorassan, *Horasan*, going to Sivas and Kayseri through Erzurum and Erzincan would reach Ankara and Konya. The trading route from Antakya to Syria and Egypt, together with the routes going to Baghdad and Basra also were of great importance (Şapolyo, 1972, p.267). The main routes in Anatolia were the Sivas – Divrik – Erzincan - Erzurum route named by İlder as “Rubruqus Route”, the Yumurtalık – Ceyhan – Sivas - Erzincan route as the “Pegolotti Route”,

the Erzurum – Erzincan - Trabzon route as the “Clavijo Route” and the Kerkük – Mardin – Diyarbakır – Elazığ - Malatya route as “Ibn-i Bibi Route” (Figure 7) (İlker, 1969, map appended.).

2.1.3.2 Ribats, Caravansaries, Khans

During the Seljuk Era, the development of caravan trading necessitated the establishment of hostelry buildings as to supply various needs of traveling caravans. A great number of caravansaries and khans were constructed within the cities and along the caravan routes. These hostelries also served the caravans that were traveling for religious and military purposes. However, the Seljuk caravansaries and khans were organized mainly to support trading and to supply the needs of trading caravans such as sheltering, resting, eating, providing storable foods, and repairing facilities, etc.

It is revealed that the origins of khans and caravansaries, as the hostelries of Seljuk Era, were the ribats of the previous period (Aslanapa, 1984, p.38). The ribats constructed for religious and military purposes during the early periods of Islam, were at first used as supply and protection centers for fighters, “*mücahid*”s of Islam, and then later for the army (Güran, 1976, p.2). These buildings, constructed in a strong and sheltered style, availed it to lodge in the trading routes. In time the word “*ribat*” began to be used as to mean “*caravansary*”. From the 13th century onwards, this usage was generalized. Among the duties of the rulers, was to have ribats and caravansaries built along the important routes. In order to cover the military requirements, the land around these establishments had to belong to the government (Orhonlu, 1990, pp.2-3). However, these buildings gained importance by the facilities of lodging provided for the trading caravans rather than their military-aimed usage.

A ribat, which constituted the origin of caravansary and khan architecture, is basically a square-shaped type of building which possesses a plan scheme consisting of spaces surrounding a courtyard with four iwans, “*eyvan*”s. There were bastions on the walls of the ribats, which were constructed in a sheltered style against the outer

space. Some of the specific characteristics of ribats are; courtyard, iwan, “*eyvan*”-dome compositions, monumental portals, bastions and brick covered walls.

The first ribats were official waqf, “*vakıf*”, establishments. During the Abbasides period, the ribat, which Harun Reşid’s North Africa governor Harţama had built in Tunusia in 795, and the ribat belonging to the 8th century, near Damascus around Kasr’ül-Hayr’ül Garbi, were both among the first samples. As Ibn-i Hallekan mentions that that there were one thousand ribats in Maveraünnehir only, the importance given for this type of buildings can implicitly be displayed (Güran, 1976, p.2). One of the most important examples of ribats was the one called Ribat-ı Mahi, which Ghaznavid Mahmud had built in 1020 on Meşhed-Serahs route (Figure 8a). There were bastions in the middle of the walls and at the corners of this building that was square-shaped with four iwan, “*eyvan*”s, having approximate dimensions of 70.68 x 71.92 meters. The most important characteristic of this Ghaznavid building was that the combination of the iwan, “*eyvan*”-dome, which one would come across later in the Seljuk architecture, was used at the beginning of the 11th Century (Aslanapa, 1972, p.93). One other important ribat example was the one called Ribat-ı Melik which had been built by Şems-ül Müluk Nasr bin İbrahim on Bukhara-Samarkand, “*Buhara-Semerkind*”, route (Figure 8b). This Karahan building which had been considered as a “*külliye*” had the dimension of 86 x 86 meters and was conspicuous with its monumental main portal and corner towers. Behind the monumental facade, there was an open-air courtyard having three sections, and behind it, there was the indoor part covered with central dome. This building with its open and covered parts, is considered as to constitute the leading one among the future caravansary schemes of Turkish architecture. The Dehistan, Day Hatun, Akçakale and Başane (Kurtluşehir) caravansaries of the 11th and 12th Centuries, displayed similarities with the Great Seljuk caravansaries in terms of their plans and forms (Figure 9) (Altun, 1988, pp.11-12).

It can be noticed that the word “*ribat*” continues to exist in later periods as well. Since the Great Seljuk caravansaries were then called “*ribat*”, accordingly, on the

epigraphs of Anatolian-Seljuk caravansaries like Kuruçeşme Khan on the Beyşehir road and Kırkgöz Khan on the Antalya-Isparta road, it is likely to come across the word “*ribat*” (Aslanapa, 1984, pp.171, 180). The word “*ribat*” can also be met on the epigraphs of some buildings carrying a religious function. This can be exemplified by the two-storied building near Afşin known as Eshab-ı Kehf and as Ribat-ül Mübarek (Figure 10a). This building, which was considered to be between a khan and a mosque, was constructed in 1215 during İzzettin Keykavus the 1st period by Emir Hasan. This building partly engraved into the rocks also functioned as a dervish lodge, “*tekke*” (Aslanapa, 1991, pp.132-134). Especially in regions like Syria, Egypt and Hejaz, it is possible to come across ribats functioning as both hostelries and dervish lodges (Orhonlu, 1990, p.3). Mescid-i Sang, dated 1254, near Darab in southern Iran, is a building of this kind (Figure 10b). It is notified that the statement “*masjid (small mosque) and ribat*” was to be read on the epigraph of a building carved into a rock (Akın, 1990, pp.99-100).

There also are various opinions suggested about the development of caravansaries. Some researchers accept Byzantine *xenedokions*, *ksenodokhions* and Roman castrums as their origins. However, the general opinion is that the origin of caravansary architecture was connected with the East. While Strzygowski connects Anatolian Sultan Khans to the building called “*Tashribat (Taşribat)*” in Kaşgar, Erdmann claims that they were Sasani-originated (Güran, 1976, p.2). The opinion suggesting that the Seljuk caravansaries and khans were developed by referring to the ribats of the Karahans and the Ghaznavids as their departure point, is widely accepted. It is observed that the plan scheme of a courtyard with an iwan, “*eyvan*” used in the Ghaznavids and the Karahans, works in Great Seljuk caravansaries as well.

Although the words “caravansary” and “khan” is occasionally used as to mean the same, they still have some differences regarding their architecture and functions. The word “caravansary” developed consistently with the “caravan word. The Seljuk caravansaries were established at each 40 km. or within a distance of nine hours, during which a caravan could travel in one day (Hasol, 1988, p.292). In the

caravansaries, there were sections allocated to animals, commodities and passengers as well as various units to encounter particular needs. While the word “caravansary” refers to the hostelrys along the routes, the word “khan” is generally used for lodging and commercial buildings within cities. However, there is no definite difference concerning this matter. On matter of the origin of the Persian word “han” (khan), there exist various opinions. While Samih Rifat states that the word “han” (khan) has a connection with the word “kon” which means accommodation, “*ikametgah*”, in Turkish and Ahmet Caferoğlu claims that it is related with the word “hane” (house) in Arabic, Erdmann detects a relationship with the Mongolian word “*çan*” (Güran 1976, p.1, ft.1). While caravansaries, which had to ensure safety for the lives and goods of passengers, were built within a fortified form as a castle, the inner-city khans appeared to be more moderate, having connections with the outer space. As the caravansaries, having Turkish baths, “*hamam*”s, bazaars, mosques etc., were planned as a complex of buildings also known as “*külliyeh*”, there were fewer subsidiary spaces at the inner-city khans. In those inner-city khans where the plan scheme with courtyard is rather frequently used, there were spaces for passengers, animals and commodities, as well as the sections for activities like getting involved in commerce, worshipping and eating.

The most well-known Great Seljuk caravansary, was the one located at the Meşhed-Serahs route called Ribat-ı Şerif dated 1114 (Figure 11a). With its brickwork ornamentation, portals and mosques, the building had an approximate square shape. In front of the building with a courtyard having four iwans, “*eyvan*”s, there also existed a second courtyard (Altun, 1988, p.23). The Ribat-ı Anuşirvan, which Tuğrul Bey had built in Ehvan in the 11th century, possesses a 72 x 72 m. square plan with four iwans, “*eyvan*”s and porches as well as towers at the corners (Figure 11b). At the same region on the Nishapur-Sebzevar route, Melikşah had Ribat-ı Zafarani built on a 75 x 75 m. plan with a courtyard and four iwans, “*eyvan*”s (Figure 11c) (Aslanapa, 1972, pp.93-95).

The Great Seljuk architecture has left its impacts, in terms of their plan schemes and architectural forms, upon some other cultures like the Harzemşahlı, the İlhanlı, the Timurlu, the Safevi and the Indian-Turkish (Altun, 1988, pp.24-27). As can be exemplified in Celesiye and Pasangan caravansaries, which were the Safevi buildings, the hostelries were shaped according to similar principles.(Figure 12).

The Anatolian Seljuk Era had a special importance in development of caravansaries and khans. In this period, Anatolia was controlling the trading activity between the East and the Mediterranean, and along the roads, the trading activities on one hand, the lodging activities on the other, were both supported by the Seljuk Sultans. The earliest examples of Seljuk hostelry buildings can be traced along the roads between Konya and the southern coasts (Kuban, 1981, p.128). The caravansaries were lined-up on the roads directed to the capital city and the East - West trade used to be accomplished along this road network functioning systematically. The security of the road network was guaranteed by the government such that the loss of a merchant used to be paid back by the government (İlter, 1969, pp.8-9).

The large caravansaries built by the Anatolian Seljuk Sultans were called “The Sultan Khan”s. These buildings included units like mosques, Turkish baths, “*hamam*”s, libraries and “*imare*”s with doctors, vets, repairmen, etc., all to cover the needs of travelers and animals. With regard to their programmes, they were establishments which are related with, not only lodging and trading activities, but also with aiding activities (Aslanapa, 1984, p.179). The caravansaries and khans were systematically managed by the organization of waqfs, “*vakıf*”. It is figured out from the waqf charters, “*vakfiye*”, in some of the Sultan khans, that the poor people were given meal, patients were treated and the ones in need of clothes were dressed by the incomes of the waqfs. Apart from these, the victuals and ammunition stored in the khans that were then built along the military expedition routes, facilitated military supplies (İlter, 1969, p.6).

In Seljuk Era, owing to the fact that Anatolia was not in permanent balance, the safety of hostelrys as well as of the roads, were of great importance (İlter, 1969, p.8). In some of the caravansaries there were iron safes to keep valuable things in. The door of the caravansary would be shut after sunset and nobody would be let it in or out. In the mornings, the caravansary-*agha* would check the goods of everybody and then the caravans would continue their journey with prayers (Şapolyo, 1972, p.242).

The Anatolian Seljuk architecture occupies an important place between Asian Turkish and Ottoman architectures. The elements such as the courtyard, portals and pointed arches, all to be inherited from the old traditions, were also used in caravansary architecture of this period (Figures 13, 14). The Anatolian Seljuk caravansaries bear an original characteristic of bringing the elements of the past together with the new features of the present. In spite of the fact that the mostly used materials in hostelry buildings of the previous period were of mudbrick and brick, in Anatolian Seljuk caravansaries, stone-materials were much preferred. In these buildings having a monumental appearance each, the main door, namely “*Taçkapi*”, emerges as a characteristic element. As for the elements like the *masjid* or the main door, “*Taçkapi*”, there are enriched decorations applied on their stone material.

The two khans, namely Altınapa Khan dated 1201 and Kızılören Khan dated 1204, both located at Konya-Beyşehir road, were the earliest examples of Anatolian Seljuk period hostelrys (Ünsal, 1959, p.50s). The first Sultan Khan in Anatolia is the one called Alay Khan on Aksaray-Kayseri road and displays the characteristics of classical Seljuk caravansaries with their interior portals having “*mukarnas*” niches, their light domes in the middle of the ceiling, their vaults and stone ornamentation. There are nine Sultan Khans that are known of, among which one was devoid of any epitaph, and, of these nine khans, the one called Alay Khan was built by Kılıçarslan the IInd (1156-1192), Evdir Khan by İzzeddin Keykavus the Ist (1210-1219), the two Sultan Khans (Figure 13a) and Alara Khan by Alaeddin Keykubat the Ist (1219-1236), and finally, İncir Khan, Kırkgöz Khan (Figure 13b) and Eğridir Khans by Gıyaseddin Keyhüsrev the IInd (1236-1246) (Aslanapa, 1991, pp.112-114). It can be revealed that

the examples of the Anatolian Seljuk hostelry buildings, which have reached the current day, were generally constructed along the roads. Although it is known that inner-city khans were built during this period, there still are not sufficient information and examples concerning the subject (Sözen & Tanyeli, 1986, p.99).

During the Anatolian Seljuk Era, three types of caravansaries can be analyzed. In the first type, similar to the Turkish caravansaries in Asia, a plan scheme consisting of spaces surrounding a courtyard with four iwans, “*eyvan*”s, was used. This type can be exemplified by Evdir Khan located near Antalya and which was built by İzzeddin Keykavus the Ist (1210-1219) (Figure 14a) together with Kırkgöz Khan located at Antalya-Isparta road and which was built by Gıyaseddin Keyhüsrev the IInd (1236-1246) (Figure 14b). In second type, which consists of a covered space devoid of any courtyard, the interior space was divided into naves, changing in number of spaces differing from one to five. The Şarapsa Khan with one nave, built on the road to Antalya during Gıyaseddin Keyhüsrev the IInd period (Figure 14c) and Susuz Khan composed of five naves (Figure 14d) both belong to this type. In the third type, the closed spaces are provided access through the part with the courtyard. The Sultan Khan built on Kayseri - Sivas road in 1232-1236 (Figure 14e) and the Sultan Khan built on Konya - Aksaray road in 1229 by Alaeddin Keykubat the Ist (Figure 14f) constitute the examples to this type. It is also possible to come across examples of different plan schemes as in Alara Khan built on Antalya-Konya road in 1232 by Alaeddin Keykubat the Ist (Figure 15).

2.1.4 The Ottoman Era

The Ottoman Era has been analyzed in two different stages by considering the aspects related to the development of hostelries and the social, economical, urban etc. developments. The 19th Century during which the Ottoman Empire have intensely received the Western effects and the hostelry buildings were subject to radical changes, is dealt with as a separate section within the whole study.

2.1.4.1 The 14th Century - The 18th Century

At the beginning, while the Ottomans was only a small emirate, “*beylik*”, under the protection of Seljuk Sultan, in a short period of time it grew so fast by taking advantage of their strategical position. In 1326, the conquest of Bursa and its announcement as the capital city, constituted a turning point. Followed by the weakening Seljuk reign, during the short period of time starting with the emergence of little independent ‘*Beylik*’s over lands of the Byzantine Empire until the time when all of them have been gathered under the Ottoman government, the architecture of the ‘*Beylik*’s Period (The Emirates Period), has been affected by the native tradition of Anatolia and the style of the Seljuks. At the beginning, the Ottoman art and architecture have also improved with the effects of existing local traditions and the Seljuk and Turkish-Islamic cultures both. However, in the course of time, which, starting with the 14th Century, has accelerated especially after the conquest of Constantinople, its original character has been constituted (Kuban, 1981, pp.134-137, 167-168).

The caravansaries and khans constituted an important part of the Ottoman architecture. In this period, the trading activity also meant to be a crucial factor affecting the journeys as well as the architecture of hostelries. The trading routes extending through Anatolia and the caravan business, both have kept their importance for a quite long time. The pilgrims traveling for religious purposes then constituted the second group in need of hostelries. The travelers as well as merchants and pilgrims were among the users of hostelries as well. Furthermore, the army were to use these buildings for supply during their military expeditions. During the Ottoman Period, while the caravansaries, as buildings along the roads, were still being constructed, the inner-city khans were considered to be particularly important. In this period, the khans, which included functions of only trading, storage, and offices, etc., that is, excluding the lodging-activity, have also been constructed. However, the inner-city khans were generally considered as “multi-functional buildings”, where trading, storage and lodging activities were all held together.

2.1.4.1.1 Caravan Business and Caravan Routes

During the Ottoman Period, the caravan trading between the East and the West, of which its origin dates back a long time ago, was still in question. The trading was actually realized along two main routes. Of these, one was the northern route, starting from Anatolia, going through Iran, India and Central Asia to reach China. The second one was the southern route, starting from Suez or Basra to the Red Sea and then through the Iranian Gulf to Central or Southern Asia to end at the South-East of this continent. By means of these trading routes, some commodities like various raw materials, fabric, pearl, valuable stones, spices and China porcelain, could all be brought to the Ottoman Empire. On the other hand, the commodities demanded by Europe, were also sent through the Ottoman Empire (Mantran, 1995, pp.130-131).

Towards the end of the 15th Century, the most important caravan route going through Anatolia was between Bursa and Tabriz. This route, which was generally used for silk trading, started with the North (Kastamonu - Bolu) and the South (Ankara - Çankırı - Çorum) branches, reaching Amasya, Tokat, Erzincan, Erzurum and entering the Aras Valley (İnalçık, 1960, p.51). This caravan route continued to keep its importance in the 17th Century, as well (Figure 16). Another caravan route, that was widely used at the beginning of the 17th Century, consisted of two branches one of which originated from İstanbul and the other one from Bursa, then passing through Kütahya, Afyon, Akşehir, Konya, Adana, and reaching Damascus. This route also had a connection with Ankara through Kayseri (Özdemir, 1986, p.23.). In this century, the road between Smyrna and Iran, which took approximately 100 days to travel, were to function intensely. The journey to Isfahan through Mawsil and Hamadan were to last for 58 days; to Iran from Aleppo through Birecik, Diyarbakır, Tabriz, 42 days; and to Isfahan 66 days (Orhonlu, 1978, p.677-678). In the 18th Century, the mostly preferred caravan route was the one, where the Iran caravans used to travel to Erzurum through Isfahan, Kersan, Qum, Teheran, Kazvin, Tabriz and Erivan, and pay their taxes there, then continue to Tokat and Smyrna. (Frangakis

Syrett, 1992, p.29). The caravans were traveling through the European lands of the Ottoman Empire like Yugoslavia, Bulgaria and Albania. The Belgrade caravan working between İstanbul and Belgrade, had lasted until the 19th Century. As for the inter city roads, there were smaller caravans called “*makkari*” working all along (Orhonlu, 1978, p.678).

During this period, it can be observed that the caravan routes were affected by various events. For instance, starting with the 1460s, the settlement of the Portuguese on the coasts of Gine, have caused the desert, “Sahara” trading to be directed towards that route. Still though, trading through the Sahara in the 15th and 16th Centuries, was rather intense. In the Sahara, salt, slaves, fabric and gold, and in Syria, spices, chemical preparations and silk trading were widespread. The gold brought by means of this trading route was also important for the Ottoman Empire (Braudel, 1993a, pp.223-224). However, in the 17th Century the Dutch diverted the direction of spice trade by using the Ümit Burnu route. This situation affected the trade between Iran, India and the Ottoman Empire adversely. The silk trade on the northern caravan route continued to be important as well (Mantran, 1995, p.131.).

The caravans availed not only the merchants, but also the other passengers traveling for various reasons, to continue on with their journey in safety. The travelers going especially to Arabian countries were advised to join a caravan rather than travelling in small groups. The kervan-bashi, who was responsible for the caravan, was sometimes selected among the merchants. There had to be a certain fee paid for each animal joining the caravan. If a merchant had six loaded camels, he would be assigned to one camel to carry his personal things, but if he had three camels, then he would be assigned for half of one camel (Tavernier, 1980, pp.67-69). There also was a standard-bearer, “*bayrakdar*” walking behind the kervan-bashi, carrying a banner wrapped around a flag, “*alem*” in his hand to wave whenever there was danger, in order to wake the guards up. The group at the back was called hamla, “*hamle*”. Also in the caravan there was a cawush, “*çavuş*”, transmitting the orders of the leader and people from various occupations like coffee-maker, “*kahveci*”, muezzin, “*muezzin*”,

shoe maker, barber, carpenter, blacksmith etc. (Orhonlu, 1984, p.145.). In Anatolia in mule-caravans, the animal going in the front was called peshek, “*peşek*” the one behind it djindar, “*cindar*” and the one behind that, peshdar, “*pişdar*”, and all animals would carry bells around their necks. The drivers of camels and mules, were all dependent on a guild (Güzelbey, 1962, pp.79-80, 94).

In this period when Hejaz was conquered by the Ottoman Empire, the Pilgrimage caravan constituted an important type of caravan. Every year, there were two official Pilgrimage caravans to travel from Cairo and Damascus to Hejaz. The Damascus route, which was preferred by those people who traveled from Anatolia and Rumelia, would extend from Constantinople to Konya, then cross the Taurus mountains and the Central Anatolian steppe, halt in Adana and then reach Damascus after crossing the Northern Syria (Figure 17). While it is suggested that there existed a Pilgrimage caravan that originated from Yemen, there are no records about this in official documents. Although there also existed a caravan route originating from Basra at certain times and crossing the Arabian Peninsula from the East to the West, it had to be occasionally get closed down because of the political conflicts between the Ottomans and the Safevis. On the other hand, there were unofficial caravans as well (Faroqhi, 1995, pp.34-35). The journeys of official Pilgrimage caravans used to be organized by the government where the supply of food and water as well as providing for the safety of the caravans were both emerged as the main problems. The caravans were controlled by *Emirül'Hac* and whenever they were to pass through some land owned by the leader of a tribe, they had to pay a fee (Orhonlu, 1984, p.146).

A Pilgrimage caravan consisted of quite a crowded group of travelers. It is indicated that in a Pilgrimage caravan traveling from Cairo to Mecca in 1586, there were 40.000 mules and camels together with 50.000 people, and that the caravan was protected by 200 cavalries, 400 soldiers and one field artillery-man against the pillaging Arabs. Within the caravan, apart from the pilgrims, there also were merchants and the journey would take 40 days (Braudel, 1993a, pp.222-223). A number of civil servants used to join the Pilgrimage caravan and differing numbers of

saddles were then allocated to these people. Among these civil servants there were a “*kethüda*”, who would assign the pilgrim nominees at the sub-sections of the caravan, an “*emir*”, who was responsible for the resting places and solving problems during the rest, an “*imrahor*”, who dealt with the care of soldiers and animals, two paymasters, “*emin*”s and their clerks, “*katip*”s, who were responsible for finance and commissary, a kadhi, “*kadi*” and a “*nazır*”, an imam and muezzins, a civil servant giving charity to poor pilgrim nominees on behalf of the Sultan, musicians, rearguards, a paymaster and a subashi, “*subaşı*” (Faroqhi, 1995, pp.38-39).

During the Pilgrimage, the Sultans used to send money and a valuable present called “*Surre*” to Mecca. A considerable amount of this money would be spread between leaders of clans and sheikhs of tribes, so that the Pilgrimage caravan would be protected from the malice of the Arabs on the routes. The “*Mahmil*”, which was to carry the Koran with its gold, pearl and valuable stones and which, as ordered by the Sultan, was being sent to Mecca with the Pilgrimage caravans, were to start its journey after official ceremonies (Figure 18). The camel carrying the mahmil with a stand made of wood, covered with a silk-cloth, having four corners underpinning its pyramid-shape similar to that of an “*ehram*”, were to travel in the front and nobody would ride this camel (Ateş, 1981, pp.121-122).

Pilgrimage caravans used to have a commercial quality as well. There also were the merchants in these caravans, selling their goods all along the journey, but managing their actual trading in Mecca (Braudel, 1993a, p.222). On the other hand, most of the pilgrims were to take some commercial goods with them to be able to sell and finance their journeys (Faroqhi, 1995, p.177).

The caravan system that were to organize commercial, religious, military journeys etc., had to be changed in the course of time. Firstly, the structure of the caravans had to be changed, such that the number of animals was reduced. Until the end of the 18th Century, as in areas between Baghdad and Basra, Syria and Southern Iraq, Damascus and Baghdad, the caravansaries continued to run in Anatolia as well (Orhonlu, 1984,

pp.143-146). In the 19th Century, however, the caravan business have lost its importance.

2.1.4.1.2 Caravansaries and Khans

During the Ottoman Period, the caravansaries and khans continued on with serving for the function of lodging. Many caravansaries were constructed for the lodging of the caravans on trading as well as on Pilgrimage routes and on military expedition routes for the supply of the needs of the Army. Especially at commercial centers, a big number of inner-city khans were built.

The waqf, “*vakıf*”, system included hostelries as well as many of other public buildings. Most of the Ottoman Khans were built as the waqfs of mosques and their “*külliye*”s, such that the expenses of these buildings were encountered by the incomes of the khans. There also were specific incomes trusted for the maintenance and repair of the khans. A widespread application was the establishment of khans and caravansaries built for the benefit of public by high-level governors. For instance in 1639, Vizier Mehmed Pasha informed the Sultan that the khan he had built earlier at a place close to Sivas was ruined, adding that the travelers of the caravans had difficulties there, and concluded by stating that there emerged the need for two new khans and a mosque to be constructed. As for the Sultan, he assigned the village and the arable field, “*mezra*”, to the Vizier and offered tax granting to the public. The Grand Vizier Kara Mehmed Pasha known as Öküz Mehmed Pasha, on the other hand, bought Kuşadası in the 17th Century and had there a castle, a caravansary and a quay built, and received a fund from the Sultan for the survival of his works. It is similarly known that, as one of the 16th Century Grand Viziers, Mehmed Pasha attempted to repair the caravan route around Göynük and have a caravansary and five fountains constructed there and that one agricultural-land was consecrated to a waqf for this works to survive (Cezar, 1985, pp.362-363). The records of the registration, “*sicil*”, dated 1673, informs that the caravansary, Turkish bath and aqueduct, which, for the “*imaret*” and “*hayrat*” established by Hasan Pasha in Akşehir, were all consecrated by

him to a waqf, were bought and reconstructed by the Rumelia “*Kadıaskeri*” (Özdemir, 1986, pp.30-32). As for those people who would be working for the protection of the hostelries, the waqf system were to be benefited. On the İzvornik sanjak, six fields were consecrated to a waqf for those who were charged with the protection of the bridge over the Drina river as well as a caravansary to cultivate on (Orhonlu, 1990, p.32). As it can be figured out from such examples, the waqf system was not only important in terms of the construction of the hostelries, but also in their repair and maintenance. Another important point to be emphasized is that the government was be concerned with not only the caravan routes and journeys but also the organization of the hostelry buildings.

The life of the hostelry buildings was peculiar to their own. Since it was regarded as unusual for some of the Western travelers to experience in Europe, it was surprising for them not to pay any hotel fees in some caravansaries that were built by the Sultans and by some high-level governors. While such type of caravansaries were generally located at rural areas, people used to pay very little for the inner-city hostelries. As the rooms in khans were not furnished, the travelers were responsible for providing for the beds and sometimes for supplying food (Tavernier, 1980, pp.66-67). However, it was usually possible to find food in hostelries (Braudel, 1993b, p.366). All the comfort in the room consisted of straw matting spread on the floor. Safety was a very important matter and when it grew dark, doors were to be closed (Chandler, 1971, p.61). The duty men called watchman, “*dideban*”, would provide safety, after lighting the oil-lamps, by lying just outside the door all night. At nights, guests coming from outside would be allowed in and given food, but in the morning nobody would be let out until seeing that the belongings of everybody were there. With the sunrise, doormen called “*bevvaq*” would open the gates and see the travelers off with prayers (directly from Evliya Çelebi, Güran 1976, p.10, fn.13).

It can be observed that in hostelries of the Ottoman Period, the comfort conditions were not considered as much important. The Western travelers complained especially about the covered type of caravansaries without courtyard, in which they have to stay

together with the animals. Lescalopier, who has traveled from the Balkans to İstanbul in 1574, claims that the caravansaries where people sleep on bedsteads and the light coming in through holes instead of windows, look like a straw-shed as a whole. Another traveler coming from the Naples in 1693, defines these buildings as long stables where horses stood in the middle and people on the sides. On the other hand, the travelers state that there even were poorer conditions in some countries like India, there existed no hostelries at places except for the big towns, and travelers had to sleep outside (Braudel, 1993b, pp.366-367). As for the khans with courtyard, they seemed to be rather more comfortable for travelers. The 17th Century traveler Tavernier, claims that, in one or two-storied caravansaries with courtyard, people would stay at the rooms and animals at the stables. However, he indicates that, when compared to the hostelries in Anatolia, the caravansaries in Iran were much more comfortable and luxurious (Tavernier, 1980, pp.66-67). Chandler, who have traveled in Anatolia in the 18th Century, states that there were khans, which were monumental buildings with large spaces having a fountain or a small mosque in the middle of their courtyards and that the travelers stayed on upper floors whereas the animals stayed on the ground floors (Chandler, 1971, p.61).

The khans and caravansaries of the Ottoman Period had different characteristics in comparison to the Seljuk khans. It is possible to analyze the Ottoman khans basically in two groups as “inner-city khans” and “stage, ‘*menzil*’, khans”. The insurance of political union and safety in Anatolia, the development of the trade centers within the cities, and on scale of the world, the discovery of new transportation routes, especially those concerning the sea-transportation, all necessitated particular importance to be given to the inner-city khans rather than the hostelries along the roads. The inner-city khans, which were used for lodging activity as well as for the activities of trading, storage or offices, could be called either with the names of people who had them built or they could take the names of the types of trade being accomplished, like Bakır (Copper) Khan or İpek (Silk) Khan.

The first Ottoman inner-city khans can be seen in and around Bursa. Edirne is another city where the early examples were constructed at. One of the oldest Bursa khans was Bezir Khan, which was consecrated by Lala Şahin Pasha to a waqf. According to a record of the registration, “*sicil*”, dated to 1627-1628, this two-storied building with dimensions of 50 x 40 m., had 25 rooms on the upper-floor and 32 shops and 6 rooms on the ground floor (Ayverdi, 1966, p.95). In Bursa Koza Khan, which has a two-storied plan scheme, the upper floor was allocated to the passenger rooms opening to a gallery with a porch and the ground floor to the store rooms, service units etc. In the middle of the courtyard, on the other hand, there existed a “*namazgah*” to pray (Güran, 1976, p.11). Another example from the Ottoman Period is the one called Tokat Voyvoda Khan built by İbşir Pasha in 1631 (Figure 19). On the ground floor of this two-storied building, which consisted of spaces lined up around a courtyard, there were shops outside and store-rooms and service units inside (Figure 20a). The application of a unit with oriel, carried by consoles above the entrance door, was an Ottoman motif, which was to be used widely later on. Among İstanbul Khans, Büyük Valide Khan built in 1640 by Kösem Sultan, most probably was conspicuous with its design with three courtyards, its dimensions, porched side-annexes, its oriel above the entrance, the small mosque in its courtyard, the stables accessed through a downwards slope, and treasure room (Figure 20b). Taþhan, which is built by Merzifonlu Kara Mustafa Pasha in Merzifon in the 17th Century, as to constitute a part of a “*külliye*” consisting of a mosque, a khan and a “*bedesten*”, possesses an important place in the Ottoman architecture. At the upper floor of this two-storied building with a courtyard, only the Eastern and Western wings have porches and the other wings were designed with a central corridor and there existed open *sofas* at the two ends of the building and consoles on the facades (Nayır, 1975, pp.230-236).

The stage, “*menzil*”, khans constructed along the Pilgrimage routes or in areas like “*derbend*”, constituted the other important group of the Ottoman khans. The stage khans, as the waqf buildings, were organized either close to the existing settlements or, depending on the Ottoman colonization policy, as a focal point where new

settlements would developed around. The programmes of stage '*külliye*'s consist of establishments like khan and "*imaret*" in the least and at most khan, "*imaret*", mosque, bazaar, Turkish bath, madrasa, coffee-house. The bazaars being one at the most basic elements in the '*külliye*'s displays us that the caravans lodging at stage points keep their commercial activities dynamic (Nayır, 1975, pp. 196, 258). The safety of a khan or a caravansary built within the boundaries of a "*derbend*" was in the responsibility of those persons called "*derbendçi*" and a castle warden in the region was charged with the administration The '*derbendçi*'s were to do the repairing required for roads and khans, serve the travelers as guides whenever needed and compensate a traveler in case he lost anything in the region. The term "*ribat*", which is a very old concept, continued its existence even during this period. It can be seen that, according to the Malatya "*mufassa*" register dated 1559, there was a ribat village as consisting a "*derbend*" as well as a lodging place, that the word "*ribat*" then substituted the word "*caravansary*" of Çemişkezek Sanjak and that the word "*ribat*" was written on the epitaph of Erzurum Rüstem Pasha Caravansary (Orhonlu, 1990, pp.3, 4, 31, 40).

One of the first examples of the stage khans was Issız Khan, dated 1394, located

in the first half of the 17th Century, the Revan and Baghdad military expeditions necessitated the same along the Anatolia roads; and Celali rebellions at the stage points. The Uzuncaova Sinan Pasha Caravansary built by Grand Vizier Koca Sinan Pasha, the Batçın Derbendi Khan, and the Tatar Pazarcığı İbrahim Pasha Caravansary, all of which are situated within the boundaries of Bulgaria, exemplify such kind of hostelry buildings. According to the information given by historians and travelers, it can be figured out that these buildings were planned with an extensive programme, possessed many number of rooms and large stables and were built in a fortified form as a castle (Nayır, 1975, pp.197-198, 200-203).

The khans that were constructed to serve the Pilgrimage caravans, constituted another part of the hostelry buildings of the Ottoman Period. The Kadife, Cizr-es Şugur and Nebuk Khans which are situated within the boundaries of Syria today, can be shown as examples of this kind of hostelries. The Kadife Khan and its “*külliyeye*”, built possibly in 1591 by Koca Sinan Pasha near Damascus, cover an area of 100 to 151 meters, and it can be understood that this building would shelter many numbers of people with its *arasta*, Turkish bath, *imaret*, cellar, bakery, stable and its mosque. The khan consists of vaulty porches surrounding a courtyard and some indoor parts situated behind (Figure 22a). The Cizr-es Şugur Caravansary and its *külliyeye*, built by Köprülü Mehmed Pasha between Antakya and Hama, consists of a khan which only possesses a single space with three naves as well as *imaret* and a *darüşşifa* (Figure 22b). As for the Nebuk stage *külliyeye* close to Damascus, which was possibly built in 1664-65, includes a rectangular-shaped caravansary with three naves, a cross vault as a cover, a mosque and a Turkish bath (Figure 22c) (Nayır, 1975, pp.198-200, 222-226). With regard to the fact that Pilgrimage caravans sheltered a crowded group of travelers having various needs, the reason underlying the location of caravansaries within the “*külliyeye*”s, that were purposely planned to be spacious, can be enlightened. The hostelry buildings have constituted the center of these “*külliyeye*”s.

With respect to the plan schemes, the Ottoman Caravansaries can be analyzed in two groups, as indoor caravansaries without courtyard and those with courtyard. The

first type of caravansaries are based on the principle of dividing a rectangular or square space into naves and organizing the space as a lodging place for animals in the middle and for the travelers on benches in the side naves. The cover is either vault or wooden roof. The windows were designed narrow with long loopholes. The Issız Khan near Bursa-Uluabad exemplifies this type. The indoor space allocated to travelers in a caravansary with courtyard, is located at the end of the courtyard, surrounded by units like stables, service rooms, store-room etc. In the covered part there were a bench, a fire place and a niche for each traveler. This space is generally rectangular-shaped. The İncesu Kara Mustafa Pasha Caravansary built on Kayseri-Adana road in 1670, the Edirne Ekmekçioğlu Ahmed Pasha Caravansary dated 1609 and the Malatya Silahtar Mustafa Pasha Caravansary built in 1637, all exemplify this type (Figure 23).

In the inner-city khans functioning for lodging activity, the ground floor usually includes spaces like stables, storage places, shops and service units, while the first floor is to be used for passenger rooms. The Milas Çöllüoğlu Khan, belonging to the 18th Century, was planned to be consistent with such a scheme (Figure 24). In some khans, however, the stables are situated at a separate section adjacent to the main courtyard. In Diyarbakır Deliller Khan, belonging to the 16th or the 17th Centuries, the same type of scheme was applied (Figure 25a). Another type of the scheme that can be exemplified with the Edirne Rüstem Pasha Khan, is where spaces are organized around separate courtyards with places allocated to lodging activity, stables and service units (Figure 25b). It can also be noticed that the plan scheme with courtyard were also used in inner-city khans benefited only for trading and storing in this period. In such type of khans, the spaces placed around the courtyard were divided into equal measures and the dimensions of the divided spaces were accordingly kept at minimum. There can also be mezzanines situated in these units as well.

The khan and caravansary architecture of Ottoman Period displays its original characteristics as well as being affected by the Seljuk building tradition. The scheme with courtyard consisting of the spaces surrounding the courtyard with the porches

that are either square- or nearly-square shaped accompanied by another scheme with the indoor space divided into naves, both constituted the principles for the planning. During the Ottoman Period, especially the inner-city khans were shaped according to the conditions of the existing parcels, and it was not considered as an important aspect to design buildings in regular shape. The khans of this period, during which security was ensured, were constructed in a more simple shape as to avoid the appearance of a castle. Parallel to the development of trade in cities, buildings started to be extrovertly designed with shops aligned along the facades. The number of floors in the inner-city khans were then increased and two-storied or, though not frequent, four-storied khans began to be built. The places, where travelers and animals lodged at, were not only separated from each other by different spaces but also by different floors. As for the building materials, stone and brick were used mostly. An enriched ornamentation that was shaped by using these materials, was to be conspicuous at the facades. The entrance portal, which was an important element in Seljuk Caravansaries, was also benefited during the Ottoman Period, but has taken a much moderate appearance. Occasionally, an oriel was used as a characteristic element above the entrance.

2.1.4.2 The 19th Century

The 19th Century, accepted as the “The Westernization Period” of the Ottoman Empire, witnessed many innovations associated with the social, economical, and political fields. The architecture and accordingly the hostelry buildings, were subject to changes as they were affected by the atmosphere. The fact that the 19th Century was a transition period between the past and the modern era, must be considered as a particular period of time within the Ottoman period.

In this period, the hotels emerged as the new hostelry buildings. Apart from the architectural characteristics of the hotels, what needs to be elaborately discussed, refers to how and affected by which factors, is it that the transition from khans to

hotels was realized. The factors determining the transformation of hostelry buildings in the 19th Century can be analyzed thoroughly under three titles:

- The developments on social, political, economical, urban and architectural fields,
- The development of transportation systems and the depreciated importance of caravan business,
- The development of tourism activities.

The development of hotels in this period was a consequence of those changes and interactions reflected in lodging architecture, that emerged in almost every field in the reformist atmosphere of the 19th Century during which the impacts of the Western culture were experienced.

2.1.4.2.1 The Developments on Social, Political, Economical, Urban and Architectural Fields.

The roots of the Westernization movements, which took hold during the 19th Century in the Ottoman Empire, were engendered in the 18th Century. The beginning of the Western effects in the country goes back to the Period of Ahmet, the IIIrd (1718 - 1730), which as well is known as the Tulip Period (Karal, 1947, p.196). Towards the end of the 18th Century, the governors and intellectuals started to make comparisons between the Ottoman and the European civilizations and to adopt the elements of the West as their own. The establishment of embassies in the capital cities of Europe, having students sent to study abroad, the effort to secularize the education system, the interest in learning foreign languages and in especially French and European style of decoration, all were the first signs of advanced relations with the West (Arel, 1975, pp. 82-84). The foreign architects such as Melling, Castellan and Preault, then had the chance of working in the Ottoman country and reflected their own culture in the architecture.

In the 19th Century, the Western impacts upon the Ottoman Empire increased. While ambassadors, merchants, engineers, teachers and artists of the European countries brought the Western culture to the Ottoman Empire, the high-level governors of the Ottoman State orientated the Westernization by their writings concerning the physical environment, where they had observed during their visits (Denel, 1982, p.55). The changes in the Western style were coordinated by the governors and the aim was accepted as the modernization of the old system. The Period of Mahmud, the IInd, taking place between 1808 and 1839, constituted a base for the reforms on militaristic, educational and administrative fields through the adaptation of the Western model (Çelik, 1993, p.32). The *Tanzimat Charter*, “*Tanzimat Fermanı*” which was declared in 1839 during the period of Sultan Abdülmecid, constituted the actual stage in establishing the Western system in the country. During this innovation period, starting with the declarations of *Gülhane Hatt-ı Hümayunu* and of *Islahat Charter*, “*Islahat Fermanı*”, in 1856, a number of reforms referring to fields like the human rights, property ownership, military, education, administration etc., all were realized (Karal, 1947, pp.173-176).

An important advancement in economy of the 19th Century was the privileges given to the Westerns on commercial field. Following the 1838 commercial agreement, which gave the right for free trade to the English availing to be accomplished everywhere around the Ottoman Empire, as similar agreements with after European countries were signed, the whole country accordingly were to become an open market (Kütükoğlu, 1985, pp.53-60). The commercial agreements signed with the European countries in 1861, gave the Western merchants an opportunity to be involved with profitable and privileged affairs (Karal, 1983, pp.260-262). While these developments, caused the Ottoman Empire appear as an attractive place for the Westerns, another result was the deliver of Western consumer goods into the country. The Westerns brought their own cultures, life styles and the styles of dressing, shopping, entertainment, habits etc., together with them.

During this period, there were some attempts to modernize the Ottoman industry by making use of the Western technology and expertise. However, just as in the agricultural sector, which constituted the main source, an important improvement could not be realized in sectors of commerce and industry relevant to the increase of the incomes within the country. In order to organize the loans borrowed from the foreign countries, and the payments due back, the foundation of the Public Debt Administration, "*Düyun-u Umumiye*", was an important sign of transformation in the economical system (Aktüre, 1978, pp.70-74). During this period, many important investments like the establishment of railways or the construction of quays, were also subject to an improvement depending on the foreign capital.

In the 19th Century, just the same as many of the centers in Europe, in developed cities of the Ottoman Empire like İstanbul and İzmir, problems associated with the population increase and urban development arose. The realization of contemporary facilities in fields like illumination, substructure, transportation, etc., as well as the establishment of associated organizations, both were put on the agenda. The organizations which were responsible for the reconstruction of the city and various urban services, like The Council of Public Works, "*Ebniye-i Hassa Müdüriyeti*", The Provincial Office, "*Şehremaneti*", The Commission for the Order of the City, "*İntizam-ı Şehir Komisyonu*", all were organized by adoption of Western models as examples (Çelik, 1993, pp.36-44). The enlargement of roads, the regulations restricting construction activities, the precautions taken against fires and the determination of building materials, were some of the works which were initiated in İstanbul, for being able to adapt to the cities of the era (Denel, 1982, pp.56-65). While The Regulation for the Provincial Organization, "*Teşkilat-ı Vilayet Nizamnamesi*", which became effective in 1868, reorganized the administrative division, it was necessary to construct new official buildings. The city center which developed around a mosque, külliye and bazaar in the past, started to develop around the government-building and the other official buildings in the new system (Cezar, 1971, p.84).

The architecture constituted one of the fields most affected by 19th Century atmosphere where the cultural, educational, technological relationships with the West were pursued along. In this period, neoclassical style that made use of the elements of previous architectural styles, was prevailing in Western architecture (Pevsner, 1970, pp.196-198). As for the Ottoman architecture however, the effects of neoclassical style reflecting mostly onto the facades can be traced. Many numbers of foreign and Turkish architects educated in Europe, benefited from classical forms of the Ottoman architecture by combining them with the elements of Gothic, Renaissance and Baroque architecture. During this period new types of buildings such as the theatre, bank, railway station, school, large store, museum, apartment house etc. were originated. Fossati, Barborini, Valaury, d'Aranco and Companaki in İstanbul and Barbieri and Vitalis in İzmir are some of the foreign architects as the designers of such type of buildings (Sözen & Tapan, 1973, pp.53-58, fn.7-9). The hotels serving for lodging activity constituted another part of those new buildings which were to emerge parallel to the contemporary life.

2.1.4.2.2 The Development of Transportation Systems and Depreciation of the Caravan Business

In the 19th Century, the developments in transportation systems and technology caused a regression in caravan trade. Railway system in road transportation and steamy-boats in sea-transportation were regarded as the important factors for journeys.

The changes taking place on trade routes affected the trade centers as well. An important development in sea-transportation was the opening of the Suez-Canal in 1869. Prior to that year, one part of the trade between the East and the West was held through the İskenderun and Syria Ports. Following the opening of the Suez Canal, trade ships began crossing it straight away without calling at these ports. This development was a disadvantage for the Ottoman commercial centers. In this period, the caravan route reaching Iran through Trabzon and Erzurum, which was losing its

importance, was neglected. Moreover, Russia established railways, roads, telegraph lines, shipping companies along the Black Sea Coasts to provide for trade to take place through the Caucasus (Karal, 1983, pp.262-263). Apart from the deprivation of the bridges and roads in the Ottoman Empire, the demands of governments and local administrators for animals as well as the attacks of bandits along the roads, all were among the causes for the regression of caravan business (Orhonlu, 1984, p.146).

After the second half of the 19th Century, particular attempts took place for the renewal of the transportation systems. The foreigners forced the Ottoman government on constructing railways, roads and ports, on which they needed to carry their trading activities. This type of investments opened some new and profitable working fields for the foreigners. In 1856, the English were given the privilege to construct and manage the İzmir-Aydın railway and then the İzmir-Kasaba railway and their branches (Figure 26)(Aktüre, 1978, p.79). The Çernavoda-Köstence, Istanbul-Edirne, Edirne-Dedeğaç, Varna-Ruşçuk and Edirne-Sofya railway lines were constructed also in this period. Another important railway project was to originate from Haydarpaşa-İzmit branch and reach Baghdad through Eskişehir-Ankara-Kayseri-Sivas-Diyarbakır-Mardin route. Although there were some attempts regarding the construction and repair of the roads, the owners of foreign capital did not take much interest in this field as it was not profitable enough. Despite of the construction of some quays and ports, sea-transportation was neglected as well. Instead of establishing a trade company to compete with the foreign companies, it has rather been the Navy that was considered important (Karal, 1983, pp.268-273).

In this period, during which the innovation of the transportation systems affected the caravan trade adversely, some small, local caravans emerged in Anatolia (Tekeli, 1992, p.131). Until the First World War, in spite of all the adverse conditions, five important routes going to the holy cities from Baghdad and its surroundings, Syria, Persian Gulf, Oman region and Egypt, were used (Orhonlu, 1984, p.146). After the First World War however, parallel to the development of motor cars, caravan business inevitably disappeared.

The depreciation of the caravan business constituted one of the factors in the changing process by affecting the hostelry architecture which was organized related to the needs of long-range caravan trade. The developments in the transportation systems increased the facilities of traveling and changed the concept of traveling as well. In time, traveling was not only a necessity but it became the means of entertainment, resting, obtaining information and experience etc. A new type of travelers who traveled a lot more, in a shorter time with different aims and had different expectations related to hostelries, took the place of travelers who were classified as “ the merchants, the pilgrims “, moved in an specific order and were satisfied with the least of services offered by hostelries.

2.1.4.2.3 The Development of Tourism Movements

In the 19th Century, some movements in touristic activities, as constituting an important factor in the development of contemporary hostelry buildings, could be observed. While in Europe, the interest in Antiquity, old civilizations and historical monuments was augmented, as the Ottoman Empire and especially Istanbul (Constantinople), the capital, were mentioned in some of the guide-books, it meant to be an affirmative effect in orientating the tourists. The French guide book called “Guide du Voyageur a Constantinople et dans Environs” written by Lacroix in 1839 and the Middle East guide book called “Itineraire Descriptif Historique et Archeologique de l’Orient” published in 1860 as a part of the series of Guides Joanne, are two of these kind of books. Another edition of the Middle East guide book was published in 1912 having the title “From Paris to Constantinople”. These publications were informing the travelers about foreign and local banks, embassies, consulates, transport system, places to visit etc. as well as introducing approximately 20 hotels which were designed in European style at Istanbul (Yerasimos, 1996, pp.25-32).

The Ottoman Public Exhibition, “*Sergi-i Umumi-i Osmani*”, opened in the Sultanahmet between 1861-76, caused many European tourists to visit

Constantinople. There were some adverse attempts as well. From an advertisement in an 1863-dated newspaper, it is learned that, a travel company, which was founded by Missirie, organized a tour which was to originate from İstanbul and reach Vienna through Napoli, Marseilles, Paris and London and was to cost 75 Ottoman liras (Gülersoy, 1985, pp.9-10). The touristic activities created job opportunities for people like guides, translators, hotel commissioners and porters as well (Figure 27). “190 Numbered Regulations to be Applied to People Translating for Travelers, *“Seyyahine Tercümanlık Edenler Hakkında Tatbik Edilecek 190 Sayılı Nizamname”*, which came into force in 1890, brought some legal arrangements for some part of such kind of workers (Kalkan, 1995, p.4).

It is stated that, at the beginning of the 20th Century, between 40.000 and 60.000 visitors used to come to İstanbul every year. It is estimated that, the annual tourism income was 2.800.000 sterling and this amount was one tenth of the exportation of the Empire (Yerasimos, 1996, p.26). The improvement of tourism as such, constituted an obligatory factor in the construction of hotels in Western standards, which were to shelter tourists.

2.1.4.2.4 A New Period in Hostelry Architecture: The Hotels

The 19th Century, witnessed the emergence of hotels, leading in the understanding of modern lodging. In the 19th Century, during which the architecture and life-style changed with the effect of the Western culture and the transportation systems were renewed by the Western technology, the “Hotels” started to serve as a type of building that were transferred to the Ottoman Empire from the West.

In the West, during this period, parallel to the developing transportation technology, the understanding of traveling changed resulting in that the hostelries were affected by such circumstances. For the process starting from the 18th Century, the hostelries called “Inn”s, gave way to hotels which then possessed higher standards (Dixon & Muthesius, 1993, p.78; Pevsner, 1976, p.172). Especially after the trade

agreement in 1838, the Europeans, who were increased in population in centers like Istanbul and İzmir, were living in accordance with their own culture and were forcing the developments by demanding for living spaces and consumer goods they have gotten used to. Some of them were the managers of the Western type of new establishments, which were the popular during this period, and the sellers of consumer goods. The Westerns who came to the developed centers of the Ottoman Empire for a temporary period of time, demanded for the same standards of lodging as in their countries. This situation was an effective factor with regard to the transition from khans to hotels.

In the 19th Century, there existed a dilemma in hostelry buildings. While there were modern hotels being built on one hand, some khans were still serving as hostelries on the other. In a guide book written in this period called "Itineraire Descriptif Historique et Archeologique de l'Orient" it is indicated that Western type of hotels could be found only at İstanbul and one or two other developed cities and in other cities people had to stay at khans. The travelers were warned about bringing their own beds, sheets etc. in order to stay at khans, having unfurnished rooms (Gülersoy, 1970, p.33). Owing to his own experiences, Fellows, who visited Anatolia in the first half of the 19th Century, recommended those travelers who wanted to stay at khans, to prepare a bed with a tent in order to protect themselves against flies and insects (Figure 28) (Fellows, 1852, pp.484-485). The hotels serving as hostelries of a different understanding, required some more time to become widespread all around the country.

The khans and caravansaries of the previous period were also experiencing a changing process. The long range caravan trade coming to an end, on one hand, and the development of a new understanding in traveling and lodging on the other, both necessitated that these buildings, which were designed as to encounter the needs of the caravans, to adapt to the new atmosphere. Some of the long-range khans left their function of lodging, and began serving only for trade, storage and office activities. However, some of them still continued to serve as hostelries for some period of time.

The emergence of functional differentiations in the buildings and allocation of different buildings to different activities, were among the important developments of this period. Whereas hotels were being established for the activity of lodging, new khans were being built for trading and storage, as well. In cities, although the type of khans, which included merely the trading activities, existed in the previous periods, they were not as widespread as in 19th Century. It can be observed that old schemes were benefited in commercial and storage khans of this period. İstanbul Kuşakçı Khan can be given as an example referring to the continuation of the usage of the traditional plan scheme with a courtyard (Figure 29a). The passaged plan scheme seen in İzmir Cambaz Khan reminds us of the indoor caravansaries, with naves devoid of any courtyard (Figure 29b). During this process, the word “khan” was for a long time used, both for trade, office and storage buildings and for some of the hostelry buildings.

The first hotels appeared in cities like İzmir and İstanbul, where the effects of Westernization were widely seen and where the cities sheltered a cosmopolitan structure. As for the regions located within these centers, sheltering the Europeans and non-Muslim minorities and, where a Western life style was dominant, they comprised hotels as well.

İstanbul, as the capital city, having international trade relationships and as the center of Westernization movements, availed for a suitable atmosphere for the development of contemporary hostelry buildings. Kuban states that, İstanbul has been a Western city for ages and it was known as “the West of Islam”, and that Galata constituted the Europe of İstanbul, adding that then, the European center spread to Pera (Kuban, 1994, pp.148-149). Accordingly, the hotels first appeared in Pera, as the Western center of the 19th Century. During this period, the Sixth Region in İstanbul, composed of Pera, Galata and Tophane, had a population of which 47% were the foreigners, 32% non-Muslim Ottomans, and 21% Muslims. The renovations regarding the illumination, water, drainage and transportation systems were all to be applied in this region first (Çelik, 1993, pp.38, 44-47). In the shops located at Pera,

where “*Grand Rue de Pera*” constituted the main axis (Figure 30), it was possible to find luxurious consumption commodities coming from all over Europe. Fashion houses like La Maison de Modes Françaises, Salon de Mode, shops selling various consumption commodities like Maison Baker, Paris-Londres, Bon Marche, Bazaar Allemand, shopping arcades like Passage d’Europe, Passage Crespin and cafes, restaurants, night clubs and bars like Brasserie Strasbourg, Basserie Viennoise, Cafe Chantant, Parisiana, Concordia and Lebon, all constituted the elements of the Western life style, with their names and characteristics. Similar to hotels, most of these establishments were run by foreigners and non-Muslim minorities (Duhani, 1984, pp.55-87). The feasts and balls arranged for the high society, the shows groups of foreign play, operetta etc., kept night life alive all through the year at Pera (Duhani, 1990, pp.60-63, 66-68, 70-76). Apart from hosting some of these activities, the hotels used to contribute to the social life via their cafes, bars, clubs and restaurants. Owing to the innovations in Western style, the atmosphere depicted as above, is explanatory for not only the leading position of the Pera within İstanbul and the Ottoman Empire, but also for the reasons of the development of hotels in this region.

In the 19th Century, while Western tourists and merchants coming to İstanbul preferred to stay at the Pera region, which offered various facilities, then the foreign businessman noticing the lack of establishments there, began opening modern hotels. From then on, it was impossible to provide for khans and house-pensions run by non-Muslim minorities to encounter the demands of the new era. The Ottoman statesmen, who promoted the development of Westernization, were also concerned with the modernization of hostelries. With an imperial order, “*İrade-i Seniyye*” in 1865, James Missirie, the representative of Compagnie de l’Hotel Imperial Ottoman, was given the privilege to build and run hotels, in order to avail lodging facilities for travelers and visitors to take place in suitable conditions. The districts, where hotels could be built, were determined as Pera, Büyükdere, Üsküdar and Büyükdada (Prinkipo of the Princess Islands) (Çelik, 1993, p.134). Although this decision included a limited region, the support of the official authorization given for foreign entrepreneurs, constituted a factor in the increase of modern hotels at the second half of the century.

While some of the hotels were conspicuous with their spatial organizations, decorations and equipment, some others possessed a rather more simple programme. Good hotels had suits in addition to their rooms and spaces like café, bar, restaurant and ballroom. The equipment of the hotel, such facilities as the lift, bathroom etc., and the various facilities offered to guests, such as the foreign cuisine, guidance etc. both were among the important opportunities.

It is claimed that, Hotel d'Angleterre opened, with its furnished rooms, bathrooms on each floor and restaurant, by Missirie in 1841, was the first Western-styled hotel of the capital and the Empire (Figure 31). At the restaurant of the hotel, the meal served as table d'hôte, was eaten around a long table with the presence of the hotel owner. It is stated that, during the period before Galata quay was built, ships used to cast anchor on the high seas and that Hotel d'Angleterre accordingly used to welcome its customers with its private boat, bringing them to the shore. The Journal de Constantinople, dated 29.10.1864, mentioned the name of Hotel d'Angleterre at the top of the list, that includes only 7 hotels available for lodging around the city. Some of the famous guests of the Hotel were Pierre Loti, Elliot, the representative of the King of England, author Lady Brassey, the English delegate Lord Salisbury, Blowitz, the journalist of the English Times and Egyptian, *Mısırlı*, İbrahim Pasha. The hotel, later on, was also called "Hotel Logotheti" and "Hotel Royal" (Gülersoy, 1985, pp.5, 8, 11, 13-16, 20). It can be derived from an advertisement of the hotel that, apart from its rooms overlooking the Golden Horn and the English Embassy, there were some suites and various saloons and it also had English and French cuisines (Duhani, 1984, p.38). The facades of the building, its entrance portal designed by using pilasters and arch, and pedimented window reflected the Western effect while it referred to local architecture with its projections (Figure 32).

Hotel des Ambassadeurs constituted another fine hotel around the city. This hotel was praised in the Journal de Constantinople in 1855, because of its luxurious dining hall and well-decorated rooms. Bristol Hotel built on Tepebaşı Street in 1893, had a

place amongst the best hotels of the city with its wide entrance hall, marble stairs, comfortable suites, rooms and saloons and a hundred capacity restaurant with a separated-table system, similar to those in Paris and Vienna hotels (Çelik, 1993, pp.134-135). The facade of the building, which was composed of five floors and an attic storey, was organized symmetrically and the main axis including the entrance was put emphasis. The conspicuous facade elements were wide pilasters, mouldings, pediments and French balconies (Figure 33). It is understood that towards the end of the century, there occurred reasonable standards in the establishment of hotels. Hamsun, a Scandinavian traveler, who came to Constantinople during this period, expresses his gratitude in staying at a large, well and European-style hotel (Hamsun & Andersen, 1993, p.22).

The hotels, having various spaces on the ground floors, constituted a part of the social life of city-dwellers. The Strasbourg Pub, mostly favoured by the French journalists, was located at the ground floor of Hotel de la Paix et de France. On the ground floor of Hotel Grande Bretagne, took place the Italian Post Office. Tokathyan Hotel, which initially consisted of only one restaurant and a pastry- and sweets-shop next to it, was still important with such spaces in the following periods as well. The Şişli-Pera line of the Constantinople Tram Company, came to an end in front of this building, known to be one of the most famous hotels of the city (Duhani, 1984, pp.38, 57, 62, 87-88). Tokathyan Hotel was conspicuous with its carefully ornamented neoclassical facade. On the ground floor, which was kept higher than the other three floors, there were wide spacings designated with pilasters and an entrance door with eaves. On the other two floors, there were rectangular-shaped French windows having continuous pilasters. The building facade ended by a large moulding upon the last floor, which rather had low height and a dome emphasizing the entrance axis (Figure 34). Hotel de Lyon, Hotel de Paris, Grand Hotel Kroecker, Hotel Continental, Hotel St. Petersburg, Grand Hotel de Londres (Figure 35), Hotel Modern, Hotel International (Figure 36), Hotel Luxembourg, and Hotel Khedivial, all constituted the remaining part of new hostleries of Constantinople.

The most distinguished hotel in Constantinople and even the Ottoman Empire in the 19th Century, was Pera Palace Hotel, which was not only important for its architecture, decoration and facilities offered, but for hosting important persons and witnessing historical events as well. The hotel was opened by “Compagnie Internationale des Wagon-Lits et des Grand Express Europeens” in 1892 and, just as Elysee Palace in Paris, Avenida Palace in Lisbon and Terminus in Peking, was managed by the mentioned big touristic company (Duhani, 1984, p.24). The management of the hotel, built for travelers who came to Constantinople from Paris on the train of Orient Express, was taken over by a side-company of the same firm called “Compagnie Internationale des Grands Hotels Management” in 1896. The emblems of both Pera Palace Hotel and Orient Express were the same. For a very long period of time, Pera Palace Hotel accomplished the “catering” services of the Orient Express from İstanbul . The Orient Express passengers were carried to the Pera Palace Hotel on an embroidered palanquin. It is also claimed that Sultan Abdülhamid was present at the opening of the hotel, being constructed according to design of the French architect Vallauray. All through its history, Pera Palace hosted numbers of famous statesmen, artists and spies. In 1897, the first art exhibition of Şeker Ahmet Pasha was opened at Pera Palace Hotel. The occupation forces used this hotel as their headquarters during the armistice years and after the armistice, they delivered the keys of the city here. Atatürk stayed in this hotel and held some important meetings as well (Deleon, 1995, pp.83-84, 111, 114-117). The most famous balls of the season were held here and the members of high society danced with waltzes. The Armenians, Greeks and Jews used to show their hospitality to their guests here (Duhani, 1990, pp.61-63). The hotel, where its spaces has been organized around a central hall, and it includes a large entrance hall and various saloons like café and restaurant on the ground floor (Figure 37). In the guide books published in London and Paris, the view of Pera Palace Hotel, its magnificent saloons decorated with the Eastern style (Figure 38), its comfortable, light and well-heated rooms (Figure 39), its American bar and luxurious furniture, all were mentioned with praise. The hotel of 145 rooms, apart from its double-rooms had suites, separate saloons for reading, chatting, and smoking, a post office and a hairdresser. Some of the facilities

the hotel offered can be listed as baths where people could have hot water cure, a hydraulic lift made of cast-iron and timber placed in the entrance hall (Figure 40), electric-light, a guide, an interpreter and supply of vehicles (Deleon, 1995, pp.94-95). The six-storied hotel has a symmetrical facade pattern which reflects the neoclassical style. On the ground floor there are wide arched spacings, whereas on the upper four floors, certain alignments such as the column-like deep pilasters and ferforge balustrades, aid in attracting attention. The building ends up with the sixth floor, which rather had low height and different windows, with a wide moulding upon (Figure 41).

When summer came, the high society of Pera would begin moving to the Islands and the summer resorts around the Bosphorus. The hotels were built at summer resorts as well. One of them was the Summer Palace Hotel in Tarabya (Duhani, 1990, p.71). There also were two hotels in Prinkipo, one of them Giacomo Hotel and the other, Imperial Hotel belonging to the Hazzopulo family (Gülersoy, 1970, p. 40). The Halki Palace Hotel built in between 1857-1862, was one of the most magnificent hotels of the Islands, "*Adalar*". The hotel was used both as a summer resort and for hosting the protectors of students coming from the Balkans to study at the Elen School of Trade. In this hotel, which also included a French cuisine, dinner time was announced by a bell and the ones who were late had to wait. There was a resting room near the restaurant and a buffet at the entrance. The bedrooms were wide and illuminated spaces having a fine view. The hotel, consisting of forty rooms, was conspicuous with its emphasized axis, balconies, ferforge balustrades and symmetrical facade pattern (Figures 42-43). It is claimed that the building was initially constructed as two-storied and then the upper floors were added (Kumral (Ed.), 1994, pp.109, 115-116). In Tarabya on the coast, there was the second Tokatlıyan Hotel. This five-storied hotel had an emphasized middle axis (Sözen, 1984, p.104).

In İzmir, which was a cosmopolitan trade city opened to the West, some hotels have emerged during this period. Similar to the Pera of İstanbul, the first hotels of İzmir were constructed at areas near the sea, the Marina and on the Quay Street, all

located within the Frank district, where the Europeans lived, causing a Western style of life become dominant. The Kraemer Palace Hotel, Grand Huck Hotel and Ville Hotel, were the well-known hotels in the city, which could offer various facilities to their customers. The developments taking place at İzmir will be analyzed in the coming chapters in detail.

The 19th Century hotels possessed such plan schemes that differentiated according to the factors like the conditions of those cities and parcels, where the hotels were located at, the services offered and the addressed customers. In the previous period, as the hostelries were organized mostly by the government, it was possible, even at khans and caravansaries distant from each other, to come across similar plan schemes. In this period, during which private businessmen were affective in the lodging sector, the hotel schemes could be different and the typologies seemed to emerge within more limited areas. For instance, while there were different plan schemes in İstanbul and İzmir, the schemes could differ in various regions of cities as well. The basic principle was the allocation of different activities at different stories, as having general spaces requiring large areas like lobby, restaurant, café etc. on the ground floor, and the rooms on the upper floor. The rooms would sometimes be lined up around a large central hall and sometimes be opened to a corridor. Even in those hotels with a central courtyard, rooms would be accessed through an indoor corridor. The aim in planning has been to keep the number of the bedrooms at maximum. The suite rooms, on the other hand, create a choice for lodging. The sanitary spaces were usually organized as commonly-used sections. In spite of those khans having similar standards in the previous period, it was also possible for some hotels to rather have different standards. Apart from hotels with large lobbies, cafes, restaurants, ball rooms, suites, magnificent decoration and technical equipment, there also were hotels with a simple programme, consisting of rooms and one or two general sections.

The hotels were usually constructed as multi-storied buildings. Although neoclassical elements were to be dominant on the facades, there were also local elements. It was often possible to see symmetrical facade pattern with the emphatic

entrance axis. The consoles were usually balcony-shaped. The pediment, pilaster, moulding, embossment and the arch, all were characteristic building elements on the facades.

With regard to the developments started at developed cities of the Ottoman Empire that were open to the Western effects, the concept of “hotel” was to be settled. The hotels of the 19th Century, beyond changing the architecture and understanding of the traditional lodging activity, have a special importance in the development process of hostelry building, because of leading the modern hotels.

2.1.5 The Republican Era

With the Republican Era, Turkey went into a reconstruction process in all fields. The development of hostelry establishments was affected by this atmosphere as well. While some of the old hotels still continued to serve, a number of new hotels with contemporary understanding were opened as to initially take place at developed cities especially. In the course of time, hostelries became diverse as “hotel, motel, camping, pension and holiday village, etc.” and they were classified according to their standards. In this period, during which tourism was a first degree factor to have impacts upon hostelries, the concept of “touristic establishment” including hostelries was improved.

The new type of businessmen, who were different from the merchants lodging at the khans in the past, constituted an important group of customers for inner-city hotels. This type of customer, who came to a foreign city in order to implement various business relationships, preferred hotels to stay at, work and hold some business meetings. People traveling individually or as a group for various purposes like holiday, entertainment, resting, seeing new places or rehabilitation, could be taken as another group of hotel users, having gradually increased in number. In this period, the problems concerning the hostelry buildings required to be dealt with, can be gathered under three groups:

- Setting up laws and organizations concerned with tourism and hostelrys,
- Adjusting the old hotels to the new era,
- Improving the standards and encountering the quantitical insufficiencies by means of building new and modern hotels,

The organizations concerned with tourism began functioning under the roof of assemblies first. In 1923 “The Society of Travellers, *Seyyahin Cemiyeti*” established with the leadership of R. S. Atabinen later on was called “Turkey Turing Club” and “Turkey Turing and Car Association” and in 1930 was accepted as the ‘society of public benefit’ (Kalkan, 1995, p.4). The Society of İstanbul Hotel-Keepers and Khan-Keepers, then carried on activities like, supply of brochures for touristic propaganda, rehabilitation of hotels and providing financial support for the hotel-keeper and their families. In order to improve tourism and hostelry establishments, this community was to be in contact with institutions like İstanbul Chamber of Commerce and Industry, Turkey Turing Club and İstanbul Press Chief Office. The community which had applied to “Europe International Hotel-keeping Union” in 1930, had to postpone this attempt, because they could not afford the enrollment fees (İstanbul Otelciler ve Hancılar Cemiyeti, 1937, pp.11, 18-31). In 1934, starting the 2450-numbered law about the Organization of Ministry of Economy and its Duties, tourism gained an official characteristic. The “Turkish Office”, established as to be dependent on The Ministry of Economy Foreign Trade Office, continued its tourism activities until 1937 (Kalkan, 1995, p.4). While efforts were being spent by the societies and official organizations to develop tourism, the lack of the hostelry establishments regarding the aspects of quantity and quality, constituted an important problem.

Starting with the 19th Century, a part of those hotels constructed at cities like İstanbul and İzmir, continued to be used also in the Republican Period. Some of these hotels were still used during the Republican Era. The Pera Palace is the most distinguished sample of the 19th Century hotels that keep their functions. M. Kemal Atatürk, İsmet İnönü, Mata Hari, Cicero, Sarah Bernhardt, Yehudi Menuhin, Theodorakis and Shah Rıza Pehlavi, were some of the famous guests hosted by the

hotel during this period. In 1926, the Grand Autumn Fashion Show was held at the Pera Palace; Agatha Christie inscribed her novel “Murder on The Orient Express”; in 1938, the statesmen, who came for the funeral of Atatürk, were the guests of this hotel; and in 1941, The English Ambassador was assaulted there. In Republican Era, Pera Palace became a popular place where concerts, shows and charity balls were held and where the statesmen met each other (Deleon, 1995, pp.83-144). The Hotel Royal, of which its name was later changed as Alp Hotel, meant to be a sample for the changes, initiated with the 19th Century hotels, with regard to the aspects of the users, administrator, and standards etc. (Gülersoy, 1985, p.5). The Bristol Hotel, another fine hotel, was still being used during the century as well. However, most 19th Century hostelrys, required to be reorganized (İstanbul Otelciler ve Hancılar Cemiyeti, 1937, pp.25-27). The hotels like Meserret, Hacı Ali Pasha and Ragıp Pasha, on the other hand, were still functioning at İzmir, which lost most of its hotels in the fire during the War of Independence.

The establishment of new and modern hostelry buildings were important as to constitute a necessity at cities especially like Ankara, growing with the Republic. The Ankara Palace Hotel designed by architect Vedat Tek and Ahmet Kemalettin Bey, between 1924 and 1928, is one of the most famous hotels of the Early Republican Period. The building across the Second National Assembly Building, has hosted official invitations and balls for many years and is today used as a club of political milieu. The hotel consisting of a basement and two floors, is conspicuous with its large ball-room, tea-room with columns, entrance in the shape of a portal, “*taçkapi*”, corner towers and ornamentation (Figure 44). Another hotel of the 1920’s in Ankara, was the Büyük Hotel located at Ulus. There were shops on the ground floor of the building, consisting of a basement and five stories. The characteristic elements of the building were ornamented arches, tiled adornments, balconies with ferforge balustrades, projections and terraces (Figure 45) (Aslanoğlu, 1980, pp.130-131). Both hotels were organized with the effect of 1st National Architectural Movement, where Seljuk and Ottoman building elements like dome, projections, portal, arch, column and *mukarnas* were used and where the facades were more important than the plans

as well. The İzmir Palace Hotel, designed by d'Armi at Maçka, İstanbul (Figure 46), the Turing Hotel at Eskişehir (Figure 47), the Ege Palace Hotel at İzmir, all were the remaining part of hotels having the same effects of the movement.

Besides the inner-city hotels, there also were those constructed for holidays and summer resorts. The Çelik Palace Hotel designed by Mongeri and Tümer, built in Bursa-Çekirge between 1930-1932, is a thermal hotel and apart from the rooms, it has got an entertainment hall, a reading room and a library (Figure 48). Besides the Antique motifs, the facade having Art Nouveau effects, brings elements from various styles together (Aslanoğlu, 1980, pp.132-133). The Hotel Sapanca project of the Architect Seyfi Arkan, designed within a modern architectural style constitutes a good example for summer hotels of the 1930's (Figure 49). On the ground floor of the two-storied building with 20 beds, located near the Sapanca Lake, there is an entrance hall, a resting and dining-hall and bedrooms on the top floor (Mortaş & Sayar (Eds.), 1937, pp.191-192).

One of the most important efforts associated with the augmentation of the standards of hostelry establishments in the 1930's was, "The Project of Reforming Hotels" held by Society of Hotel- and Khan-Keepers in İstanbul. The society, which availed for the proposal regarding the classification of the İstanbul hotels into six categories in 1932, to be accepted by the City Council of İstanbul, made a survey about the project in 1935. The foundation of a hotel-keeping organization with the right to represent all hotels, constituted another aim adopted by the society (İstanbul Otelciler ve Hancılar Cemiyeti, 1937, pp.8, 14, 25). The rehabilitation project of İstanbul hotels of the society determined six regions, where hotels were located at, classified the hotels into six and determined the quality of each hotel according to its class. The comfort conditions, which were examined in two groups, as the building and its equipment as one group, and the furniture and various installations as the other one, were the main criteria in determining the quality. The skills of the staff to work in each group establishment was also revealed. The project was designed according to level of different choices it could offer to hostelry customers having different level of

incomes. It is stated that the 1st, 2nd, 3rd class hotels could be recommended to foreign tourists and the 4th, 5th, 6th class hotels to the native tourists. The usage of the word “luxury” on their sign-boards, was a privilege given to first class hotels only. Apart from their rooms and suites of a capacity of 300 beds, these hotels had to shelter a feast-hall, a music and piano room, bar, restaurant, a winter garden, theater and cinema halls, a small printing house, a bank, security and post office branches, a doctor’s office, a swimming-pool, a tennis court etc. The 2nd class hotels with the privilege of including “palace” on their sign-boards, had to be able to keep 150 people, to allocate one third of their rooms for suites and to comprise most of the units that the 1st class hotels possessed. At least one third of the rooms of the 3rd class hotels were to have baths. It was also expected that this group of hotels should consist of units like a bar, a restaurant, a feast hall, a winter garden and a piano room. The beach, mountain and thermal hotels were also put within the third group and some special conditions were also determined for them. In the 4th class hotels, where the clerks, officers, and teachers etc. could stay, it was considered that, the programme was to consist of rooms for one or two people, a bathroom on each floor, but no restaurant. In the 5th and 6th class hotels, where programmes and comfort conditions were kept at the minimum, on the condition that each customer had a 4 m² area, the rooms could have one, two or three people. It was indicated that the pensions would be connected to the organization of hotels and that they would be regarded as the 4th, 5th, or 6th class establishments (Otelciler ve Hancilar Cemiyeti, 1938, pp.2-11).

While the endeavors regarding the rehabilitation of hotels were spent, organizational developments in the field of tourism also took place. In 1938, the tourism desk within the “Turkish Office” dealing with publication and identification, was transformed into a separate section and was given the name “Tourism Head Office”, after the establishment of the Ministry of Commerce in 1939. According to the “3857 Numbered Prime Ministry Press General Management Organization and Duties Law”, the unit being established in 1940, took the name “General Direction of the Press and Publication” in 1943 within the unit named Tourism Head Office. The

works concerned with the policy of tourism were held at the Tourism Office, which was a branch of The General Direction of Press-Publication and Tourism established in 1949 according the law numbered 5392. The Tourism Consultative Committee, having gathered to discuss over the precautions to be taken about tourism with respect to the 17th subject of the same law, prepared the “Tourism Main Programme” (Kalkan, 1995, p.4). This process was prominently important for it includes the determination of a government policy in developing tourism. For this policy to achieve success, there had to be substructures like hostelry buildings, transportation, personnel etc., all in service of tourists, had to be established in a suitable way.

In this period the inclusion of modern hotels was not only a way of supplying a need for cities, but also a means of prestige. The Society of Hotel-Keepers and Khan-Keepers in İstanbul, claimed that having a comprehensively-programmed 1st class hotel located at the Bosphorus, would not only constitute a symbol of the city, but of the country as well; and offered to work altogether to realize this project (Otelciler ve Hancılar Cemiyeti, 1938, p.15). On the other hand, in a writing published in 1940, it is stated that, despite the increase in number of people frequently coming from and going to Ankara, there were not enough number of hotels, and that most of the existing hotels were established by the reconstruction of old khans and apartment blocks. The Cihan Hotel, which was projected by the architect S. Akkaynak, was said to be the first modern hotel of the city under such circumstances (Figure 50). The hotel consisting of a basement and five stories, also sheltered a restaurant as well as a night club. In addition to the ten single-bed rooms on each floor, there was only one double-bed room and the rooms at the back elevation were to use common bathrooms (Mortaş & Sayar (Eds.), 1940a, pp.49-52). It is kind of a preoccupied thought that, there existed such kinds of inadequacies concerning the comfort conditions, in rather a distinguished hotel of the capital city in 1940's. It was necessary to wait for the 1950's for the hostelries in the country to achieve a better standard.

From that time on, the lodging activity was completely separated from trade and office activities. “Hotels” were being constructed for the activity of lodging, or in

more contemporary terms of “accommodation” on one hand, and buildings called “khan”, as to be different from the old khans in terms of architecture and function, for trade, office etc. activities on the other. The Koç Khan, being projected by architect S Akkaynak at Ankara (Figure 51) and similarly the Valide Khan by Technical Commission of Waqfs in İstanbul (Figure 52), both can be depicted as examples to the new type office and trade buildings (Mortaş & Sayar (Eds.), 1939, pp.97-100; Mortaş & Sayar (Eds.), 1940b, pp.193-195). In these buildings constructed within a style of modern architecture, the ground stories were allocated to stores and shops, while the upper stories was composed of offices opening to a corridor. In the course of time, while the phrase “*işhani*” (a khan which includes offices or office building) was developed to refer to such kind of buildings, in order to identify those buildings including commercial activities, another phrase, namely “*pasaj*” (shopping-arcade or ‘passage’) began to be used. As the buildings of trade and lodging were separated from each other, the professional organization was carried on together like in the Society of Hotel-Keepers and Khan-Keepers in İstanbul. However, it could be observed towards the 1940’s that, the hotel-keepers tried to depart from the khan-keepers, who dealt with trading and that, they established their own independent professional organizations (İstanbul Otelciler ve Hancılar Cemiyeti, 1937, p.27).

A period of progress in the field of tourism began with the 1950’s. The “6086 Numbered Law for Promoting the Development of Tourism Industry” which came into force in 1953, aimed at supporting the establishment of hostelry buildings holding specific standards. The most important improvement in this matter, was the transformation of the General Directorate of the Press-Publication and Tourism into the Ministry of Press-Publication and Tourism, by the 4951 numbered law in 1957. The Ministry of Tourism and Presentation established in 1963 with the law numbered 265, took the stated duty over (Kalkan, 1995, pp.4-5). By such developments, the activity of tourism has become the subject of a separate ministry. The advances in tourism policy played a crucial role in order to augment the standards of hostelry buildings as well as to increase their number.

With the 1950's, the most important development in lodging sector has been the Hilton Hotel, having a project realized by the Skidmore, Owings & Merrill group accompanying S.H. Eldem. The hotel constructed by the T.C. Organization of Retirement, "*T.C. Emekli Sandığı*", offers all the facilities of a luxury hotel consisting of 278 rooms, a dining hall with a capacity of 600 people, which can get larger or smaller with sliding compartments, a dining and dance pavilion of a capacity of 250 people, a bar, a swimming-pool, tennis-courts, a hair-dresser, a travel agency and shops (Figure 53). There also are suites and a bathroom in each room. The generally-used sections of the hotel are gathered at three stories and bedroom-sections, at eight stories; and the hotel also has a basement story where the service-units take place. The latest techniques are used in air-conditioning, hot water system, plumbing, illumination, sewage system, communication, circulation and fire precaution (Mortaş, & Sayar (Eds.), 1952, pp.56-63). The building is shaped according to the principles of modern architecture (Figure 54). The Hilton Hotel is not only important for constituting a luxurious hotel, but for initiating a big international chain of hotels around Turkey. What can be said to be remarkable is that, similar to the famous Pera Palace Hotel of the past, this hotel has been projected with the contribution of foreign architects. The Sheraton Hotel built at the place of the old Taksim Municipal Night Club, is a ring of another chain of hotels around Turkey. The hotel designed by K.A. Aru, A Tekin, H. Çağlar, Y. Emiroğlu, M.A. Handan, is an example for the trials of new structure and form of its period (Figure 55) (Sözen & Tapan, 1973, pp.282-283, 342). Another luxurious hotel, attempted to be constructed in these years by the T.C. Organization of Retirement, is the İzmir Büyük Efes Hotel (Sayar & Gönen (Eds.), 1965, pp.40-43). These luxury hotels with their contemporary appearances and services offered, indicated a new era and affected the cities they belonged to with their architecture and style of life.

In the 1960's, the touristic complexes, constructed with the supports provided by means of "the Law for Promoting the Development of Tourism Industry", have emerged. The project of hostelry buildings were shaped according to the "Qualities Regulation" which was put into power by the Ministry of Tourism and Presentation.

In İstanbul, Florya Establishment of the Bank of Tourism, was the one of the mentioned complexes. The establishment projected by S.H. Eldem and O. Çakmakçioğlu, consists of motels, a night club, a management office, a camping area etc. (Figure 56a) (Mortaş & Sayar (Eds.), 1961, pp.105-113). The Bank of Tourism attempted to construct an establishment in Bolu-Aband having a comprehensive programme as to include units such as a hotel, mountain houses, a bar, a night club, a swimming-pool, beach units, shops, a post office etc. (Figure 56b) (Mortaş & Sayar, 1962, pp.4-8). In a touristic holiday resort of a capacity of 400 people located at İstanbul Selimpaşa, besides the bedrooms, there exist the restaurant, night club, sport and entertainment sections, oil station and services (Figure 56c) (Gönen & Sayar (Eds.), 1964, pp.118-121). During the same period, the inner-city hotels were still being built. The Hotel Tarabya, which was designed by K. Eroğan and built in the place of Hotel Tokatlıyan in İstanbul Tarabya, was one of them. The 1960-dated Büyük Ankara Hotel projected by M.J. Saugey and Y. Okan, and the 1962-dated Stad Hotel designed by D.Tekeli, S. Sisa and M. Hepgüler, were conspicuous with their blocks rising at the city of Ankara (Sözen, 1984, pp.104-106).

Another application to be discussed within this period, is the conversion of old khans and caravansaries into hotels. These buildings, some of which were used for trading purposes and some taking place in a ruined condition, gained importance in touristic areas, where there was more interest in historical works. The Kuşadası Öküz Mehmet Pasha Caravansary belonging to the 17th Century, was taken into conservation by the General Directorate of Waqfs since 1964 and was then restored as a hotel. A foreign firm called Club Mediterranee, then came into question, for it began working as to make use of Edirne Rüstem Pasha Caravansary, Aksaray Sultan Khan together with this building, all as hotels (Gönen & Sayar (Eds.), 1970a, pp.76-79). The Edirne Rüstem Pasha Caravansary of the 16th Century, which was in the ruined situation, began to be repaired with the 1960's. Stating from 1967 onwards, the studies concerned with the project, started to convert this building into a hotel of 75 rooms with units such as the restaurant, bar, resting room and a Turkish bath (Figure 57) (Gönen & Sayar (Eds.), 1970b, pp.70-75). Another work of restoration

was realized in the 16th Century Çeşme Kanuni Caravansary. Starting with 1971, as the building was included in the restoration plan of the General Directorate of Waqfs, the applications were initiated in 1973 and in 1986, the building began functioning as a 32-room hotel (Figure 58). The mentioned applications constituted the examples of the future attempts concerning the conversion of khans into hotels. Thus, some of the old khans and caravansaries with their added spaces and new technical equipment and decoration, started to serve as hostelrys as to have a different standard.

Starting with the 1970's, whilst the touristic activities were accelerated, there also was an increase in the number of hostelry buildings. These establishments were varied with respect to their characteristics such as hotel, motel, pension, camping, holiday village etc. "The Law for Promoting the Development of Tourism Industry, Investment and Management Regulation" determined the standards each establishment were to have concerning its capacity, comfort conditions, and services etc. According to the regulation, the main function of a hotel was to provide for a space for the customers to spend all night, where they could have side units for such requirements as eating, drinking and entertainment; and a hotel had to comprise at least 20 rooms. As a result of the consideration of hotels in international standards, the establishments were classified as one, two, three, four or five-star hotels.

In the course of time starting with the 1980's until the 1990's, a considerable improvement was experienced in hostelry buildings with regard to their architecture, decoration, comfort conditions, and the facilities offered. The luxurious hotels have also increased in number. Certain design problems like, reflecting in designs the architecture and technology of the era, relations with historical textures, symbolism, attaining attentiveness etc., all had to be dealt with by the architects working in that field. The interior space and decoration were also depicted as important as the appearance of the building. The inner court, which has been existing in hostelry architecture for a very long time, was interpreted by a new understanding and often used at luxurious hotels in particular. Similar to the İstanbul Grand Sürmeli Hotel projected by Y.Karapınar, the covered inner court, also called "atrium", occasionally

would integrate with the galleries and a transparent elevator tower connecting the different stories (Figure 59a). On the other hand, similar to the İstanbul Holiday Inn Hotel designed by H. Tabanlıoğlu, the inner court, was sometimes used as an element that provided for visual connection among the general spaces and created spatial richness (Figure 59). In inner spaces, creating thematic spaces like “Eastern Cafe, Japanese Restaurant” constituted another characteristic. Just as in the past, the hotels offered the city public as well as their customers certain facilities, where apart from such sections like the restaurant, ball-hall and bar, they additionally included units like the swimming-pool, fitness center, conference hall etc.

In this period, in such developed cities as Ankara, İzmir and especially İstanbul, the skyscraper hotels, some of which belonged to the international chains of hotels, have been erected. The Holiday Inn Hotel, the Marmara Hotel in İstanbul, the Hilton Hotel in İzmir, and the Sheraton (Figure 60), and the Hilton (Figure 61) Hotels in Ankara, all can be given as to exemplify these hotels. Just like in the Ankara Sheraton Hotel designed by a German firm called GMP, some foreign designers as well as foreign managers, were effective in the hotel sector as well.

The desire to create various alternatives in hostelries, augmented the interest in historical buildings and building elements. Within such a context, the first kind of approach was the usage of historical elements in new buildings as in the Klassis Holiday Site at Silivri (Figure 62). Ş. Birkiye, the architect of the establishment, including 301 accommodation units as well as sports, entertainment and health units, states that he was inspired by the old Roman architecture and the Turkish architecture of a hundred years ago (Kumral (Ed.), 1994, p.9). As for the second group of approach, it comprises the usage of many kinds of buildings, varying from a palace to a railway station, from a house to a school or from a prison to a khan, all as hostelries. The conversion of Harikzedegan Apartment House, built by Architect Kemalettin between 1918-20, into the five star Ramada Hotel (later called Hotel Merit), was one of the applications of this sort. In the project designed by Ertem Ertunga, four-storied houses consisting of four separate blocks around a central courtyard each, were all

connected together by closing the streets between the blocks with some transparent material such that it was in the end organized as a hotel with a capacity of 275 people (Figure 63-64). The conversion of Çırağan Palace into a hotel has been an application to be discussed vastly in the last period (Figure 65). Another approach focused on Swiss Hotel in İstanbul, displays the necessity of analyzing the relationship between the hotel and the historical building. The fact that this hotel, situated at the courtyard of the Dolmabahçe Palace, caused the identification of the historical building to be adversely effected, has been the subject of a long term argument (Figure 66). One of the results derived from the arguments concerning the relationship between hotels and the historical pattern, was the demolition of the Park Hotel for it was to damage the historical silhouette of İstanbul.

Towards the end of the 20th Century, the construction of new touristic establishments displaying great improvement in every respect and the adaptation of historical buildings into accommodation-purposed usage, are the recently continuing applications. The majority of the 19th Century hotels disappeared in time, with some having lost their original functions. The Pera Palace, which witnessed a period of history as well as the great change hostelries experienced in the 19th Century, still sustains its existence as an example of rare and distinguished first hotels (Figure 67).

2.2 The Developments In the West

The developments in the West play an important role in the historical development process of hostelries. The transition from the inns possessing a different understanding of service and a different type of building, into the modern system of hotels, first occurred in Europe and America.

2.2.1 The Developments in Europe

In Europe, at first, lodging activities were taken care of by monasteries. Later on, special guest houses, located adjacent to monasteries, where monks helped the

travelers, and then the inns, both came into question. As for the first inns of the Middle Ages, most of which were located at large villages, it was expected that the travelers would supply their own food, fuel, and beds. The traditional plans of these inns were shaped as to consist of spaces placed around a covered courtyard with a gallery. The kitchen and the generally-used sections, both were situated on one side of the courtyard and the stables on the other, while the rooms were to open to the gallery. The building usually had a monumental and arched entrance (Williams & Robinson, 1970, pp.746-747). The inns, as called "Inn" among Anglo-Saxons, "Gasthoff" among Germans, "Hospice-Auberge" among Latin's, "Fondaco" among Genoeseans and "Mansion" among Romans, constituted safe places availing for facilities of lodging and eating during the journeys (Güran, 1976, p.1).

There are only very few examples of European Inns belonging to the Middle Ages. Some distinguished inns of England such as Angel Inn in Grantham (Figure 68), George Inn in Glastonbury, Angel Inn in Newark and George Inn in Norton St. Philip, then would quite often host the royal family members. The 13th Century Italian Inns, usually comprised a common bedding space, and some single rooms only for very important people. Occasionally, more than one person had to sleep in one bed. However, cities like Venice had neat inns, where noble people could stay. Just as in Fondaco dei Tedeschi (Figure 69a) or Fondaco dei Turchi in Venice, there were buildings used for trade, storage and lodging purposes, all taking place at the same time. In Hansa (a guild building) located at Antwerp (Figure 69b) and Steelyard, another guild building at London, this kind of common usage was in question. It is stated that, there were 1022 inns in Rome in the middle of the 15th Century and that the Emperor Frederick III. who visited the city in 1468, stayed at the inns accompanied by his attendants of about 600-700 people. In this period, like the famous Baden thermal baths in Sweden, there also were hostelries used for health tourism (Pevsner, 1976, pp.169, 237-238).

Although the English records mention inn-keepers located at London in early years as 1327, it has only been the laws numbered 1446 and 1514 which have availed for

this job to become official. During the 16th Century, the laws concerned with the functioning of the inn-keepers, were organized and the first bails began to be taken from alehouse- and inn-keepers. The 17th Century laws indicate that “For the comfort of God’s children, supplying place for lodging and food should not be taken as an unimportant matter”. Some alehouses, giving food and cheap wine in cities and large villages, then were to function as inns. In 1755, R. Burn had stated in “Justice of the Peace and Parish Officer” informing that the alehouses hosting travelers for a temporary period could as well be depicted as inns at that time (Williams & Robinson, 1970, pp.746-747). It can be figured out that the alehouse inns had lower standards than the other inns. In Europe of this period, during which the lodging activities were organized according to laws, there were different lodging facilities for travelers of a different quality.

From 1637 onwards, the emergence of stage-coach system and its improvement in later periods, brought a different dimension for the act of traveling. During the period of stage-coach era, which lasted until the improvement of railway transportation, the inns constituted the terminus and stages. In this period, while new inns were being built, the older ones were as well subject to renewal (Williams & Robinson, 1970, p.747). Both the regulation of laws concerned with hostelry buildings and the advances taking place in traveling facilities, resulted in the improvement of the quality of hostelry establishments. The scheme consisting of rooms situated around a courtyard with a gallery, was still a very widely used type of plan. The German Inn, Riese, constructed at Miltenberg in 1590, possessed a different appearance with its timber skeleton construction and triangle fronton (Figure 70), while White Hart Inn at Norfolk Scole in 1655 (Figure 71) and George Inn constructed at London Southwark (Figure 72) after 1676, were among the well-known English examples of the period. The Drei Mohren Inn located at Augsburg and Rotes Haus Inn at Frankfurt Zeil, both constituted examples to be renewed to be consistent with their era (Figure 73). The Drei Mohren, which exists since 1344, was built in 1722 as to include a ball room as well. The German Inn Rotes Haus, which was originally built between 1635-40, was rebuilt in 1767-69 and had additional parts and a new facade organization (Pevsner,

1976, p.170). Such type of renovations in inns and the rise of standards, could be considered as preliminary developments to inform about the future hotels to appear in the sector of lodging.

In the 18th Century, the emergence of the concept of “hotel” takes place in Europe. While new spaces like the meeting room and the ball room were added to some inns and given a status between an inn and a hotel, some hostelries like the Royal Clarence, dated 1770 and located at Exeter, were called “hotels”. After 1768 some references mention about the magnificent Dessin Hotel in Calais with its theater, offices, shops, gardens and English style of decoration, Hotel Modene in Paris, Hotel Cordon Bleu in Versailles, Hotel Der Heilige Geist in Cologne and Hotel de Henri Quatre in Nantes, whose size and decoration were compared to the Dessin Hotel. In 1786, in Berlin, there were 19 hotels of 1st class, 3 of 2nd class and 14 of 3rd class. In this period while the nobles were interested in having hotels built, certain works concerning the conversion of some buildings into hotels took place. The English hotels had better qualities than the hotels of other European countries (Pevsner, 1976, pp.172-175). Via such developments, the lodging architecture in Europe experienced an important improvement.

In the 19th Century, some important changes occurred both in the transportation system and in hostelry buildings. The stage-coach system and the toll-roads of the previous period let traveling gain some speed. The establishment of railways on the other hand, advanced the traveling facilities. The changes taking place in the concept of traveling with regard to shape, frequency and speed, also had an impact upon the plans, dimensions and structures of hostelries. During this time, the inns abandoned their places to the new hostelries named “hotels” for certain (Dixon & Muthesius, 1993, pp.78-79).

The Badischer-Hof, which was converted from a Capuchin house into a hotel, displays developments in hostelry architecture taking place at the very beginning of the 19th Century, between 1807-1809. On the other hand, the hotel in Baden-Baden

possessed small and big saloons, a ball room with a balcony together with a mobile stage, a library, a reading room, four large galleries, a bath installing with 28 cabins, stables, car-park and a sink on each floor (Figure 74a). The Regent Hotel dated 1819 with more than 60 rooms in Leamington (Figure 74b) and the Royal Victoria Hotel constructed in 1827 at St. Leonards, where the queen stayed, both were the early examples of famous English hotels. Still though, it is stated that people should not have expected a lot from a hotel at the beginning of the 19th Century and also that most of the European hotels did not have the required comfort or sanitary conditions then (Pevsner, 1976, pp.173-175).

With the establishment of the railway system, the stage-coach services almost disappeared. Most of the inns, which constituted stage points for stage coaches, then had to be left devoid of any function. Some railway companies kept some of these stage-points and used them as regional goods and package offices. The most famous inns got smaller and became less important than the old alehouse inns. The hotel constructed at the Euston Station in London in 1839, constituted the first of the railway hotels. Besides the railway stations, hotels were opened in health resort and holiday villages as well (Williams & Robinson, 1970, p.747). The social status of hotels in England, which were built in connection with the railway transportation which had cheap rooms, were similar to that of the clubs. These hotels, that had an attractive decoration and particular units like a bathroom, a private toilet and a lift, possessed numbers of bedrooms, and on the ground floor, dining halls and living-rooms, both of which could be rented if desired. Other hotels of the time, offered similar facilities to the station hotels. In this period, the functions of the alehouse and taverns were reduced to serving only for drinking such that they abandoned the function of lodging (Dixon & Muthesius, 1993, pp.78-79, 85).

One of the best of the early Victorian hotels, was the Queens Hotel, opened at Cheltenham in 1838, and was appreciated with its bar, café, dining-hall having a capacity of about 40-50 guests, well-decorated suits and building design. During this

Brown's Hotel consisted of suites only. Apart from the suites for families, as it was regarded as not a custom for women to stay at a hotel on their own, they had single rooms to serve single men only. While the English hotels were very much appreciated in Europe, on the other hand, the English tourists were the favorite customers of the hotels in other countries (Pevsner, 1976, pp.177-178). The Great Western Hotel with 150 rooms, which was built in between 1851-53 and which constituted the main facade of the Paddington Station, was the first of the rapid increase in number of hotels at London (Figure 75). In this hotel, which had large rooms with private toilets as well as smaller rooms, in case it was desired to make a reservation, the social class of guests were questioned. The 1863-67 dated Grand Hotel in Scarborough, Yorkshire constituted an example to facade organizations with its multi-storied structure, terraces, corner stresses and roofs (Figure 76). The plan of Westminster Palace Hotel constructed between 1857-58, on the other hand, displays the facilities of the period with its rooms and suites, café, sitting rooms, the units like bathrooms, toilets, lifts and ventilation shaft (Figure 77) (Dixon & Muthesius, 1993, pp.79-80). The Royal Hotel dated 1863 in Bristol, carries a symbolic character for the city (Figure 78). The splendor on the facades could also be seen in the inner spaces (Figure 79-80). The Langham Hotel, opened by the Prince of Wales in 1865, which was one of the most important hotels of London, possessed 400 beds and 36 sitting rooms and saloons (Figure 81) (Lawson, 1995, pp.323-325). Midland Grand Hotel at the St. Pancras Station, whose project was obtained through a competition in 1865, was claimed to be the most magnificent and well-managed hotel of the Empire with its 250 bedrooms, splendid dining-hall and stairs as well as its ventilation system in the kitchen, dust shaft, fire-fighting apparatus, speaking-tubes among rooms and electric bell system (Figure 82) (Pearce, 1989, pp.57-58). The examples that were studied all display that the 19th Century English hotels experienced an important development in terms of their capacity and standards.

The large capacity hotels were opened in other European countries as well. The Grand Hotel (Figure 83a) with 700 rooms, which was opened for the 1862 exhibition near the Opera, Hotel du Louvre, and the Continental Hotel opened for the 1878

exhibition, were the three of the biggest hotels of Paris. Among the famous city hotels, the Amstel Hotel (Figure 83b) built in Amsterdam between 1863 and 1866; the Frankfurter Hof Hotel, 1872-dated with 240 rooms in Frankfurt; and the Kaiserhof Hotel which was the first modern hotel of Berlin with 232 rooms, built in 1873-76 (Pevsner, 1976, pp. 188-190), can all be listed.

Parallel to the adoption of the concept of hotel, the improvements in the decoration and technical subjects became a current issue. The most important technical innovation after the 1860's was the hydraulic lift first used by Elisha Otis in Newyork in 1857 (Dixon & Muthesius, 1993, p.80). The technological developments first emerged in America and then in a very short time came to Europe. The lifts existed in hotels of 1860's such as the Westminster Palace, the Charing Cross and the Grosvenor Hotels. At the end of the century, it was stated that there had to be a lift for every 150 people in hotels. In an 1885-dated record, it was indicated that the American system consisting of bedrooms with their own baths, was imitated in some hotels in England. The luxurious European hotels brought facilities like gas-lighting first, then electric lighting and central heating to their buildings and also initiated the organization for the additional number of baths required. 1889-dated Hotel Savoy in London was conspicuous with its 400 beds, 67 bathrooms as well as facilities like the lift, steel beam and electric lighting (Figure 83c) (Pevsner, 1976, p.187). The first London hotel with a bath in every room, called Carlton, was built in between 1891 and 1899. Towards the end of the century, taste rather than splendor, comfort and quality rather than quantity gained importance in hotels. In this period, during which luxurious hotels were constructed, the color and decoration of interior spaces were considered very important with plants contributing to the inner decoration (Dixon & Muthesius, 1993, pp.81-82). By means of new innovations like heating, illumination, wet spaces, circulation and decoration, the standards of hotels consequently improved.

The 20th Century brought many changes in terms of aesthetics and functioning. While historicism was about to disappear, new trends of the 20th Century appeared. In

an article published in "Der Architect" in 1909, it was claimed that, while designing a hotel, a synthesis of a hospital, a sleeping car and a machine had to be done, because that the hotel should resemble a machine with its gear, a sleeping car with its standards and a hospital with its cleanliness (Pevsner, 1976, p.192). Thus, hotels which emerged in Europe in the 18th Century and took over the lodging activities from inns, experienced a great improvement in the 19th Century, and reached an advanced point in the 20th Century.

With the development of motorways and motor vehicles, the traveling facilities increased in the 20th Century. The hostelry buildings were built as to be located at different places possessing different characteristics. In England, the Royal Automobile Club and Automobile Association endeavored to increase the standards of hostelry buildings it has owned. Then the hotels were classified among themselves within a star system from one to five stars. In this period, the luxurious hotels and chains of hotels were becoming widespread. In the 1960's there were 20 big chains of hotels in England. The Grand Metropolitan Hotels Ltd. which owned 36 establishments all around in France, Northern Ireland and England as well as the British Transport Hotels Ltd., the owner of railway hotels, were some of them. On the other hand, numbers of establishments were constructed in countries like Spain, Yugoslavia and Greece, where there were a lot of tourists. Parallel to the development in touristic activities, the number of accommodation establishments increased and some institutes giving tuition on subjects of service and exploitation, were organized (Williams & Robinson, 1970, pp.747-748). In the course of time, the hostelry buildings displayed a great development in terms of their architecture, decoration as well as the facilities offered. Today, hostelry buildings holding different characteristics like a hotel, motel, camping, holiday village, or a hostel, etc. provide the users with different choices. The international assents about the classification of the hostelry buildings or in other words, of the touristic establishments, avail for staying at establishments having similar characteristics at different countries.

2.2.2 The Developments in America

The developments in America advanced parallel to the ones in Europe. At the beginning, horses and carriages with tents were used for transportation (Figure 84); after 1830, as the first steam engines were invented, a turning point had to be experienced with regard to the concept of traveling. During this period, there were some works to improve the motorways. An interesting attempt in 1857 was the importation of camels as to be used for transport at the plain lands and deserts in California, just as in the caravan system of the East. (Figure 85). However this system could not be used in America successfully (Brooks, 1956, pp.102, 112, 138). With the development of the railway and motorway, the inns of the past periods, during which people used to travel on horses and stage-coaches, were replaced by hotels (Figure 86).

While some farm houses on stage-coach routes were converted into inns or some inns were constructed at Atlantic ports, hotels, as contrary to khans, were usually located at business centers of the growing cities or in specific regions (Henderson, 1970, p.749). As can be exemplified in the Grand Union Hotel near Grand Central Depot in Newyork, connections with the railway station were taken into consideration (Hunt, 1960, p.4).

Just as in Europe, the emergence of hotels in America dates back to the 18th Century. While the City Hotel, as one of the earliest examples, built in Newyork between 1794 and 1796, was as large as two houses at the beginning, later on it was converted into a five-storied establishment consisting of 73 rooms. At the beginning of the century, numbers of new hotels, which could be easily compared to the English ones, were opened. The Tremont House constructed at Boston in between 1827 and 1830, was displayed as the first example of monumental American hotels, with its granite covered facade, Doric portico which emphasized the entrance, 170 rooms, dining and reception saloons, reading section, eight bathrooms on its basement and the gas lighting in general spaces (Figure 87). In this period, the Congress Hotel in

New Jersey Cape May with its large timber porches, and the holiday hotels like Catskill Mountain House in the State of Newyork, were constructed as well (Pevsner, 1976, pp.174-176).

After the 1850's, some important advancements related to location, dimension and gear, occurred in American hotels. The seven-storied Lindell Hotel in St Louis, which could serve 1200 people, had 14 suites with bathrooms, 175 toilets and running water in its rooms (Figure 88a). The St. Nicholas Hotel dated 1851-54 in Newyork (Figure 88b) and the Fifth Avenue Hotel dated 1856-59 (Figure 88c), were conspicuous with their number of suits with baths. In American hotels, most of the rooms were suites and while single rooms were considered for men, there were separate saloons for women and men (Pevsner, 1976, pp.180-181). The American hotels were far better than the famous English hotels with regard to dimension and comfort. The lift and some other innovations were also American originated (Dixon & Muthesius, 1993, pp.80-81). However, like in the Grand Union Hotel dated 1872 in Newyork Saratoga, the European effects on architecture can be traced (Figure 89).

Iron and steel were used in constructions in general. While skyscrapers were being built among the office buildings, they could not be used as hotels because of matters of management. The Auditorium building dated 1887-89 as the masterpiece of Adler and Sullivan in Chicago, combining a hotel of 400 rooms, with a theater of a capacity of 4200 people and an office building, points out an important development (Figure 90). In Newyork, the Waldorf-Astoria Hotel, obtained by joining the 1890-93 dated Waldorf Hotel and 1895-97 dated Astoria Hotel, was a 272 feet high hotel with 1500 rooms and 35 lifts (Figure 91) (Pevsner, 1976, pp.182-184). These buildings are rather important for they display the level reached in American hotel architecture towards the end of the century.

Owing to the inner-city hotels, getting larger in dimension and costing higher, the American resort hotels were developed. The Hotel Ponce de Leon constructed in between 1885 and 1888 in Saint Augustine at Florida, was the first resort hotel

servicing for the winter tourism (Figure 92) (Andrews, 1960, p.113). Another example is the Greenbrier Resort Hotel in White Sulphur Springs at West Virginia. The establishment, which was situated at a famous region having water springs beneficial for health, was developed since the 1910's, by the addition of new parts (Figure 93) (Smeallie & Smith, 1990, p.10). The Whitehall building in Palm Beach, which in fact was a mansion, was then converted into a resort hotel in this period, during which tourism showed progress (Orr-Cahall, 1978, p.10).

The developments continued in the 20th Century as well. All through the 1920's, there was an increase of 35% in the number of hotels and an increase of 47% in the number of rooms. This period was defined as the time, through which each city and village desired to own a better hotel than the Waldorf. As in Statler and Epley Hotels, the chains of hotels played an important role in the hotel industry (Henderson, 1970, p.749). Then, hotels with different standards for different groups of customers were built. Just as the Willard Hotel built in between 1901-1904 in Washington, was known as "the House of Presidents" (Figure 94), while the 1902-dated Stewart House in Seattle would serve the workers (Figure 95) (Smeallie & Smith, 1990, p.13; Woodbridge, 1978, p.39). The Hotel Astor, dated 1902-1904, with its 700 rooms in New York (Figure 96), together with the Plaza Hotel dated 1907, (Figure 97) both can be given as the examples for hotels of the beginning of the century (Pevsner, 1976, pp.184-185).

The motels, on the other hand, which became widespread after the invention of motor-cars, had an important place in the American lodging industry. At first, they started with tourist cabins, which people could rent at the weekends or in their free time. Later on, the motels, that could provide for the various needs of travelers and families on holiday, were built (Hunt, 1960, pp.3-4). The motels, built on motorways or close to the stations and airports, offered an economical lodging facility and a free atmosphere which devoid of any formalities on behalf of the families. On the types of land, which were considerably cheaper than the city-centers, the problems of parking or the traffic jam could be eliminated. For this reason, besides hotels, the motels

occupy a place that the American lodging sector could not give up (Meek, 1958, p.439). The American lodging sector, still offers the customers and businessmen various choices as hotels with the utmost luxury and a wide capacity on one hand, and establishments like motels, camping areas and holiday villages, on the other. At present time, the hostelry buildings display a similar progress in many regions of the world.



CHAPTER THREE

BASIC FACTORS DETERMINING THE DEVELOPMENT OF INNER-CITY HOSTELRY BUILDINGS OF İZMİR

3. General Framework

The inner-city hostelry buildings of İzmir have displayed a development process which accorded with the specific conditions of the city. In this chapter, the “Economic, Social, and Urban Factors” determining the development of İzmir and consequently the inner-city hostelrys are analyzed. The changes and interactions related to the inner-city center hostelrys emerge parallel to the change in these three basic factors which inevitably shaped to the city life. The analysed factors indicate that the city life between the 17th century and the first quarter of the 20th century can be examined in two separate periods:

- The First Period (between the 17th and 18th centuries)
- The Second Period (from the beginning of the 19th to the first quarter of the 20th centuries)

The first period covers both the 17th and 18th centuries during which the city attained a more important role in trade and which such a mobility consequently had its impacts on other fields. The second period points out to the 19th Century and the first quarter of the 20th Century both of which availed for important changes to take place in every field. When considered within a wider extent, it should be regarded that the developments, occurring in both periods in İzmir, were meant to constitute a part of those developments in the Ottoman Empire and partly in the West.

3.1 Economical Factors

The fact that İzmir was a trade port bridging the East and the European countries, constituted an important factor in determining the economic life of İzmir. However, the First Period (17th - 18th Centuries) and the Second Period (19th Century- the first quarter of the 20th Century) both carry certain differences in terms of their characteristics of economical life.

3.1.1 The First Period (17th Century - 18th Century)

Although trade constituted an effective factor for the economical life of the city of İzmir for a long time, the actual commercial progress of the Ottoman Era took place in the 17th Century. In the 15th and 16th Centuries, the Tebriz-Bursa route was preferred in caravan trade. As for the port of İzmir, it was being used for sending the agricultural products of Western Anatolia to İstanbul and other settlements of the Empire where needed (Goffman, 1990, pp.7-9.). The agricultural crops like wheat, barley, sesame, haricot beans, opium, cotton, figs, and grapes and bee-keeping were the sources of important tax revenue of the city. In this period, İzmir and Urla quays were allowed to perform their trade activities only among the Ottoman ports. Grain type of crops were to be imported from Rumelie, while cereals, fruits and other goods were to be exported. Fabrics and similar goods which came from Europe and the Scio, “*Sakız*” island were to arrive at Çeşme Port and customs duties were to be paid there (Arıkan, 1992, pp.65-66). In this century, Çeşme Port was regarded as the foreign trade gate of Anatolia and foreign merchants were settled in Scio, a settlement located across Çeşme. Although Scio was under Turkish sovereignty starting from 1566, the trade activities of the settlement were to function there for a while (Baykara, 1974, pp.93-94).

The crucial reason for the progress of İzmir with its trading port, can be suggested as the caravan trade being oriented towards the city. Because of first, the Aleppo, “*Halep*” road losing its safety as a result of Turkish-Iranian wars between 1588-1628

and secondly, the Pashas demanding for high taxes, the route of Silk Route had to be changed. Thus, the silk which was gathered in Bursa in the past and shipped to Scio from Çeşme, was henceforth collected in İzmir. At the end of the 16th Century, as the Turkish governors of Scio began to put pressure over foreign merchants, the foreigners settled in İzmir where they thought was a suitable port for their commercial activities. At the beginning of the 17th Century the consulates on Scio, “*Sakız*”, Island moved here. Followingly, the city entered into a rather fast developing period (Baykara, 1974, p.94). Another view concerning the commercial improvement taking place in İzmir, is that, apart from silk trade, the city meant to be a distribution center of the products of Western Anatolia (Goffman, 1990, p.51).

Another factor affecting the economic life of İzmir was the trade treaties signed in between the Ottoman Empire and the European countries. The French obtained a number of privileges with the treaty of 1536, which also is known as “The Capitulation”s and put an end to the superiority of those from Venice and Genoese in this region. The merchants of many European countries like Portugal, Holland and Spain, were only allowed to do trade under the French flag (Bağış, 1983, p.5). In the second half of the 16th century, England emerged as a rival to France. The trade with England was under the monopoly of the Levant Company established in 1581 (Bağış, 1985, p.43). In the 17th century, one third of the trade held in between the French and the Levant was carried out through the city of İzmir. In this period, the French Levant Company was established by taking the English Levant Company as a model (Gürsoy, 1993, pp.80-81). Then, a strong commercial relationship was built between İzmir and Marseilles Ports (Bruyn, 1725, p.80). During this century, İzmir became a rival to cities like Aleppo and Sayda in terms of the consignment and trade of silk from the Ottoman Empire to Europe. Bursa silk; as well as Iran silk, was bought and exported to various ports of Europe through foreign merchants (Ülker, 1994, p.47). The existence of Western merchants in İzmir constituted an important factor for the development of the city in all aspects.

In 1620 legalization of the cotton exportation by the Ottoman State and enlargement of cotton plantation areas, both had an affirmative effect on the economical life of İzmir in the 17th century. Besides the silk brought by caravans from Iran, cotton and other fabrics made of cotton, dried fruits and mohair, all took place among the main export goods of İzmir. The French held the leading role in purchasing agricultural goods, the English in cotton and other cotton fabrics, and the Dutch in silk and mohair (Martal, 1992, pp.265-266).

In the 17th century, a complex commercial structure was being formed in the city through the emerging occupations like exchange brokers and mediators as well as merchants, tradesmen and caravan-holders. While the Armenians, who have developed the textile sector to hold an international commercial value starting with the 1620's, the Jews, who were influential in financial matters and the Arabs, who dealt with caravan business and the merchants from various European countries, all took place within this structure, the Turks were not in an effective position (Goffman, 1990, p.77). The consuls of foreign countries also took an active part in commercial life. The salaries of the English consul and his staff, were paid by the Levant Company. In 1700's, French consuls, on the other hand, started getting their pay from the Marseilles Chamber of Commerce (Gürsoy, 1993, pp.81, 85). The guilds constituted another important element in the commercial structure of the period. During the Seljuk and early Ottoman era, the organizations of "*Esnaf-Ahi*", of which their religious functions were to be prevailing, were transformed into a guild "*lonca*" system following the 16th Century. The craftsmen dealing with hand-crafts, together with the shop-owners earning money in retail business with processed commodities, both constituted the tradesmen in question, and those tradesmen dealing with the same branch of work, were to function in connection with the same guilds (Aktüre, 1978, pp.73-74). The economical life of İzmir was getting advanced within a cosmopolitan structure, where people from various nations and ethnic communities were to get involved with the systems that were specific to the East and the West.

In the 17th century, the travelers who visited İzmir emphasize that the commercial life of İzmir was rather active. Caravan trade was the main factor which shaped the economical life. The information about caravan business and caravan routes in this period was given in detail in the First Chapter (please refer to section 2.1.4.1.1). Tavernier states that İzmir, of which he thought as the first step on the way to the East, became a storage place of all goods distributed from Asia to Europe and from Europe to Asia. In this period, a large number of caravans traveled between İzmir and Iran. The caravans arriving the city usually in months of February, June and October, used to return in the same period after purchasing goods. The group of merchants, where the majority consisted of the Armenians, was involved in trade with mostly the French merchants as well as the English and the Dutch (Tavernier, 1677, p.79). Although very few in number, the Dutch took place among the important merchants and brought expensive goods and good quality fabrics from their country (Bruyn, 1725, p.88). Evliya Çelebi, who came to İzmir in the second half of the 17th Century, states that there were consuls of 18 foreign countries in the city, that around 1000 ships visited the city every year and loading and unloading was held at 260 quays (Evliya Çelebi, 1935, pp.96-97). Even though the certainty of these values is open to discussion, it is known that İzmir played a very paramount role in terms of the Europe trade realized through the Levant.

The disasters like earthquakes, fires and contagious diseases, all of which occurred quite often in İzmir, affected the economic life of the İzmir adversely. Because of the plague epidemic in 1678, the Europeans withdrawing to nearby villages and towns, closing their houses of commerce and furthermore, and their ships being restricted to approach the ports; all can be mentioned among those factors which have temporarily ceased the commercial relationships (Bruyn, 1725, p.72). In the earthquake of August 1688, on the other hand, the important buildings of the city were demolished (Raif Nezih, 1929, p.14). The starting of a fire during the earthquake, inevitably resulted in an increase in the number of deaths as well as the loss of goods (Galland, 1949, p.15). During this disaster, besides the majority of goods to be exported, numbers of khans, “*bedesten*”s and warehouses were burned down and demolished. While some of the

European merchants abandoned the city, others were in search of a new center where they could execute their commercial affairs. Although settlements like Foça, Scio, "Sakız", and Manisa were considered for such a purpose, the mentioned places would not offer the same facilities to merchants as İzmir had. Moreover, the English Levant Company did not take the responsible of those merchants working outside the cities of İstanbul, İzmir and Aleppo, "Halep". Under these circumstances, with the contribution of the European merchants in repairing the city, in 1691, commercial affairs were restarted in İzmir (Gürsoy, 1993, p.35-36). Thus, the city kept its position as a trading center after getting over a considerable danger not only in physical, but also in economical terms.

It can be figured out from the descriptions of the travelers visiting İzmir at the beginning of the 18th century, that the city recovered from the defects within quite a short time and that the dynamic life of its near past was enlivened. Tournefort, who came to İzmir at the beginning of the century, implies that the city was then the biggest and the richest trading center of the Levant. The sheltered port of the city was repaired after the earthquake. Long range caravan trade was still being executed, and approximately two thousand bales of silk were being transported a year (Tournefort, 1717, pp.371-373). The magnificent Iran caravans consisting of 600-800 horses and the same number of camels, were to start off from Isfahan, Teheran, Tabriz, Erivan, Erzurum, Tokat and arrive at İzmir generally in January and October. Although the deterioration of relationship between Iran and the Ottoman Empire adversely effected this kind of trade, the "ardassine" silk of Iran could still take place in the İzmir market again after the 1760's (Frangakis Syrett, 1992, p.29).

Just as in the 17th century, the privileges for the merchants of foreign countries continued to be given in the 18th century as well. Within the context of these privileges, the customs taxes of silk and wool, were kept rather low (Bağış, 1983, p.10). Such a circumstance, in turn had affects over the European merchants to prefer the port of İzmir and over the city to progress as to become a commercial center.

In the 18th century, İzmir seemed to be more like a bonded warehouse which sent the products of its hinterland to Western Europe. As for the centers such as Ankara and Bursa, they were economically dependent on İzmir. In the second half of the century, the city was known to be the largest exportation market and financial center of the Ottoman Empire. The internal trading network of İzmir was distributed over an area as wide as İstanbul, Salonica, “*Selanik*”, the Aegean Islands, Alexandria “*İskenderiye*”, Aleppo, “*Halep*”, Adana, Konya, Antalya, Tokat, Erzurum, Diyarbakır, and Mosul, “*Musul*”; while the external trading network went as far as Livorno, Genoa, Trieste, Ancona, Venice, Marseilles and Amsterdam (Frangakis Syrett, 1992, pp.14-16). Along the way from İzmir to France, products such as cotton, thin wool, thick wool, large carpets, walnuts, opium, scammony, incense etc. were to be exported, and from there products such as shayak, satin, various fabrics, paper, thin tin, steel, tiles, and fur etc. were to be imported (Tounefort, 1717, pp.373-374). On the other hand, the English merchants used to purchase the products like raw silk, carpets, angora, ostrich feather etc., and bring along the commodities like broadcloth, lead, tin etc. for sale. Glassware from Venice and materials from other cities of Italy were, similarly, to arrive the port of İzmir (Pockocke, 1773, pp.21-22). The importation of coins, which began in the 16th century to solve the problem of shortage of gold and silver coins and which was further increased in the 18th century, was also implemented through the İzmir port (Frangakis Syrett, 1992, pp.11-12).

In the 18th century, the effectiveness of non-Moslem minorities, which were to be present in the commercial life of the city since the very beginning, was consequently augmented. On the other hand, the Jews, who had retail trade under their control, have also involved in certain activities such as lending or changing money and functioning as a commission agent. The Armenians, who were to serve as conveyors and commission agents, also possessed an active role in the trade between İzmir and its hinterland. Tax collection, agency work, clerkship, banker work, and carrying out the works of aghas of the central Anatolia, can be counted among their business fields (Frangakis Syrett, 1992, pp.11-12). The warranted merchants “*berathlı tüccar*” system

which emerged in this century, availed for those people from the non-Moslem Ottoman subject, to get under the protection of European countries and to participate in privileged trade. The warranted merchants, whose majority consisted of the Greeks, began to commerce with Mediterranean countries by establishing relationships with the Marseilles. This situation was subject to the reactions of English and French merchants in İzmir, who desired to keep the trade between the Ottoman Empire and England under the monopoly of the Levant Company. However, towards the end of the century, the Ottoman Empire protected the non-Moslem merchants by establishing consulates in cities of the Mediterranean coast (Bağış, 1983, pp.56-57).

The disasters like earthquakes, fires and contagious diseases affecting the economical life in an adverse way, continued in the 18th century as well. Of these, one was the big plague epidemic, which occurred in 1764 (Chandler, 1971, p.212). In April 1739, although the earthquake and fire caused damage in the city, they could not cease the economical life. However, in 1778 the ruining of the crops by a swarm of locusts, adversely affected the trade (Raif Nezi, 1929, p.15). The Saribeyoğlu (Soley Bey) uproar, similarly constituted a disturbing matter regarding the trade of this century. During the rebellion, the security of the caravans were out of question such that most of the Europeans carried their goods to ships. The event was forced down within a short time and the economical life returned back to its actual routine (Pockocke, 1773, pp.20-21). Thus, neither the natural disasters, nor the rebellions could prevent the development of İzmir in the 18th century. The city continued on with its development in trade, by bridging between the Levant and Europe.

3.1.2 The Second Period (19th Century - first quarter of the 20th Century)

In the 19th Century, the economical developments that emerged in the West were also reflected in the Ottoman Empire and İzmir, which then constituted an important center of trade between the Levant and the European countries. This century points out to an era during which new doctrines were to be discussed. While the industrial revolution, with respect to the Western countries, resulted in an increased demand for

raw material, new markets had to be established for the newly-produced commodities. As required by the capitulations, the foreign merchants could get involved with the trade activity only in port-cities like İzmir, while the internal markets were to be allocated to the Ottoman subjects. However, during this period, the requirements brought by the growing European industry constituted a obligatory factor in breaking of the economical monopolies as well as in opening of the new markets. The Levant Company, which was once very important for the commercial life in İzmir, was demolished in 1825 (Bağış, 1985, pp.48-50). Another important development affecting the economical life of the city, was the English Commercial Agreement in 1838, which gave the right, within the Ottoman Empire, to get involved in free trade to England and later European countries (Kütükoğlu, 1985, pp.53-60). The fact that the country as a whole became a profitable market for the Westerns, caused a rapid increase in foreign capital in İzmir, which then had considerable relationships with Europe.

The progress in economical life, displays itself particularly after the second half of the 19th Century. With the commodities of Iran being directed to Trabzon port because of the Greek rebellion, and the importance of other Anatolian ports augmented with the start in functioning of the steam ships, the first half of the century seemed to witness a narrowing in the commercial area of the city of İzmir (Baykara, 1974, pp.98-100). However, this crisis was overcome quite rapidly, so that in the second half of the century, commercial activities, which were developed depending on the foreign capital, together with the investments on fields such as transportation, communication and industry etc., both have reenlivened the economical life.

In this period, the decreased importance of long range caravan trade necessitated certain transformations regarding the economical life of İzmir. The long range trade commodities were replaced by the trade of agricultural products, that were demanded by developing European industrial cities and were accordingly carried through the Gediz Valley and Büyük and Küçük Menderes Valleys. The main products were cereals and pulses. However, the new trading system caused some problems in control

the surplus products. Accordingly, by announcing the city of İzmir as center of İzmir province, namely “*Vilayet*”, a new system could be arranged for the control of agricultural surplus products (Kıray, 1972, pp.11-12). The city trade was then spread on a larger area. The first one of the three routes that connected İzmir to Anatolia was İzmir, Manisa, Akhisar, Kütahya route; Alaşehir, Kula, Uşak, Afyonkarahisar, Akşehir, Konya, Aksaray, Kayseri route constituted the second one; and as for the third one, it was İzmir, Aydın, Muğla, Denizli route. Moreover, the products coming from Adana Valley, Southern coasts and the islands, all were to gather in İzmir through sea-transportation and from there on, they were transported to Europe (Scherzer, 1873, pp.69-70).

The connection of Western Anatolia to İzmir through accessible routes, meant to have great importance on economical life. The foreign merchants in İzmir had attempts in constructing railways, which would facilitate the transfer of commodities required by their own business. In 1856, the English were given the privilege of constructing İzmir-Aydın railway and managing it for 50 years. The investments in question were even furthered by giving additional privileges concerning the activities of construction and management of İzmir-Kasaba railway and the branches of both lines (Rougon, 1892, pp.145-149). After the opening of İzmir-Aydın railway up to Aydın in 1866, the caravan routes inevitably had to be left secondary. However, in those rural settlements where undeveloped technology was to be benefitted, it was not possible for the producers to bring their commodities up to the station. For this reason, between railway stations, production centers and the settlements, certain short range caravan routes had to be developed by using local camel caravans (Kıray, 1972, p.14). The local caravan transportation availed for the marketing and credit mechanism duties as well as the transportation of commodities. The camel-owner/driver, namely “*Deveci*”, used to take the commodities of small producers to İzmir, get a commission at the price he had fixed and additionally, give credit to producers before the harvest (Tekeli, 1992, p.131). Thus, the railways together with the local caravan business, both have constituted a transportation system by completing each other in the gathering of the commodities to be brought to the port

of İzmir. This system provided for the connection of İzmir with its rich hinterland and facilitated the transfer of the products of Western Anatolia to foreign countries.

In this period, new routes to be built in between İzmir and Bornova, Ayvalık, Dikili, Bergama was also in question (Scherzer, 1873, p.70). Nevertheless, foreigners did not show much interest in this field which they regarded as unprofitable.

Another investment of the 19th Century with foreign capital having an affirmative effect on trade was the construction of the İzmir quay. With a treaty signed in 1867, the privilege of building the quay, which was previously given to three English men, was passed on to Dussaud brothers from Marseilles. Although the quay was completed in 1875, the construction of its unfunctioning parts lasted till 1880 (Georgiades, 1885, pp.154-163). With the construction of the quay, the problems regarding the loading and unloading of the trade commodities and the passengers, were removed.

In this period, the countries with which İzmir had trading relations, displayed variety. Among these countries, England had the most important place in foreign trade and was followed by France and Austria successively. As for the countries like Italy, America, Germany, Egypt, Greece, Belgium, Holland and Spain, they used to do trading with İzmir Port at various proportions. Between 1872 and 1881, importation worth of approximately 101.835.000 francs and exportation worth of 105.785.000 francs were held at the İzmir Port (Georgiades, 1885, pp.186-187). In 1890, the amount of importation realized was 71.951.717 francs and exportation, 94.784.961 francs. The importation commodities consisting of steel, alcohol, petrol, sulphur, zinc, lead, weapon, drugs, coffee, sugar, liquor, material, soap, glass, piano, candle, marble, rice, hats, various foods etc. were to encounter the needs for luxurious as well as industrial consumption (Cuinet, 1894, pp.432-434). On the other hand, the exportation commodities consisted of raw materials demanded mainly by the developed countries. These commodities showed variety including silk, goat and

camel hair, cloth, cotton, wool, wax, opium, oil, walnut, gall-nut, various medical drugs, sponge, dried fruits and coloring materials (Synvet, 1872, pp.85-86).

The contemporarily progressing economical life necessitated the establishment of new mechanisms on communication and finance fields. Those foreigners who did not desire to work with the Ottoman Institutions, established their own foundations as to give service for trading businesses. Despite the existence of the Ottoman Post Management, the French and the Austrians opened their own post offices in 1873, followed by other nations like the Russians, English, Austrians and Germans, all establishing new post offices of their own (Gürsoy, 1993, p.117). Besides, the foreign insurance companies as well as both the local and foreign banks, they all were known to be working appropriate to the requirements of the era (Georgiades, 1885, p.182; Scherzer, 1873, p.95). In the middle of the century, there were commercial houses of 20 different countries and consulates of 17 countries in İzmir (Martal, 1992, p.268).

In the city of İzmir where the commercial life was active, industrial activities were very few in number. Among those industrial institutions most of which belonged to foreigners, there can be counted establishments such as flour factories, iron castings workshops, ice factory, and gas factory etc. Other fields of industrial production like car, nail, wooden box, paint, olive oil, tannic acid production, printing, textile industry, cigarette and tobacco workmanship, all were branches of industry owned mostly by the foreigners and minorities (Atay, 1993, pp.139-152).

The effectiveness of foreign capital on trade, industry, transportation, and communication etc. affected the local production adversely. The widespread usage of imported commodities, caused the traditional working units and craftsmanship to lose their importance. The intense relationship İzmir had with Western countries, constituted the main factor giving shape to the economy in this period.

Additionally in the 19th century, various disasters occasionally affected the commercial life adversely. 1834 and 1841 fires damaged especially the Frank district

and commercial region. Following in 1846, 1850 and 1880, there were severe earthquakes (Canpolat, 1953, p.53; Raif Nezir, 1929, p.15). However, since the settlers of İzmir were used to living with such kind of disasters, the recovering process did not last long.

The economical life of İzmir kept its characteristics until the beginning of the 20th Century. The Second Constitutional Regime which was declared in 1908, brought forth the idea of National Economy. While the aim was to let the Turks participate effectively in economical life, a negative environment was created by the capitulations, foreign debts and the existence of foreign businessmen who had the power of trade in their hands. Still, the Turks increased their effectiveness in commercial life, either on their own or with their Armenian and Greek partners (Aksoy, 1986, pp.91-95). While in years between 1913-1915, the most of 62 industrial establishments of İzmir belonged to foreigners, in 1922 the number of foreign establishments in the city decreased to 10% (Martal, 1992, pp.270-271).

During the First World War years, the city of İzmir also suffered from economical difficulties. In addition to the lack of compulsory consumption commodities in the market, black-marketing and profiteering emerged. The occupation of İzmir by the Greeks struck another blow on the economy. On the other hand, until 1922 when the city suffered from a fire, it is stated that, despite the decrease in domestic trade, the port is known to sustain its activeness (Housepian-Dobkin, 1988, p.103). However, the fire which has destroyed the settlement areas of the Europeans, the commercial region and the port, together with the desertion of the city by foreigners and non-Moslem minorities after the war, both point out to the beginning of a different period in economy.

During the War of Independence, the betterment of the country economy, which had already collapsed, constituted one of the most important problems of the Young Republic. The Economy Congress held in İzmir on 17 February and 4 March 1923, was planning a development model to be realized by the national resources within the

policy of state control principle (İnan, 1989, pp.12-15). During the congress, there also was an exhibition, where 141 firms and people from various parts of the country participated and introduced their commodities (Sönmezdağ, 1978, pp.22-23). The fact that the city chosen for such a congress was İzmir, which represented the economical center of the Western-Anatolia for centuries, is an important matter to be discussed further. In the 19th Century, the city which had experienced an economical system where foreign capital was effective, entered into an adaptation period for a new system required by the Republic. İzmir, which has gotten over the effects of war rapidly, sustained its role as an important center in the 20th Century, where regional products were gathered and distributed, commercial relationships were developed, and where institutions on finance, communication, transportation etc., together with areas of various commercial and industrial establishments were focused.

3.2 Social Factors

The cosmopolitan structure of İzmir which shelters different ethnic communities within, emerges as the main factor in determining the social life. However, the factors related to the First Period differs from that of the Second Period, depending on the effect of the Western culture getting intenser in the 19th Century.

3.2.1 The First Period (17th Century - 18th Century)

In the 16th Century, there was a vast village life in İzmir. The city carried the characteristic of a Turkish settlement and the number of non-Moslems was rather few. Most of the Turks were managing their own agricultural lands around the city (Baykara, 1974, p.61). From the middle of the century onwards, the fact that the city of İzmir started to gain commercial importance, resulted in receiving a great amount of migration. While the minorities living in the city were increasing in number, the European merchants were all settled in the city.

In the 17th Century, the city had become crowded on one hand, and on the other, it had begun to shelter a cosmopolitan community. Bruyn states that with a population of approximately 80.000 people in İzmir, the Turks constituted the majority, followed successively by the Greeks, Armenians, Jews, and Europeans (Bruyn, 1725, pp. 83-84.). However, Tavernier indicates that 60.000 Turkish, 15.000 Greek, 8.000 Armenian, 6.000-7.000 Jewish people lived in the city and considers the French, English, Dutch and Italians to be counted among the Europeans, whom he claims were not very crowded as a whole (Tavernier, 1677, p. 76.).

While the Turks and the Greeks had been in this region for a long time, other ethnic communities began to increase in İzmir due to the advanced urban commercial activities. Though it is considered that, in order to escape from the cruelty of Iranian Shah Abbas, the Armenians have arrived at this region in 1688, there exists another opinion which claims that they came with a migration flow in the 14th Century (Beyru, 1973, p.5). The Armenians, however, proved their existence in quite a short time, dealing with commercial activities. As they could speak Persian, Turkish and other various European languages and could get acquainted with foreign traditions, they could thus hold a different status in society. The number of Jews, whose first arrival is thought to be during the period of Alexander the Great, increased in 1492 when they had to migrate from Spain. The number of Jews in İzmir, in fact, increased after the 17th Century. Following the crisis of textile industry in Salonica, the Jewish community dealing with this business, preferred Manisa and İzmir to migrate (Goffman, 1990, pp.77-82). In time, owing to their mediator position in trading, they could achieve to clearly define their social position. Tournefort states that, nothing could be bought or sold in the city without the interference of the Jewish People (Tournefort, 1717, p.374). As for the Europeans, they were called the “Franks” or the “Levantines”. In the 17th Century, it could be observed that the English constituted the majority among the Europeans and the Dutch rather carried an important position (Bruyn, 1725, p.87).

In the 18th Century, the population of the city had increased and the ethnic variety could be identified. Pockocke, who visited İzmir in 1739, states that the population reached 100.000 at that time (Pockocke, 1773, p.19). At the beginning of the century, the Turks had nineteen mosques, the Greeks two churches, the Jews eight synagogues and the Armenians one church in the city. The churches used to collect donations from their own congregations on festival days and Sundays (Tournafort, 1717, p.371). The English and the Dutch also had their own chapels and priests. Fransiscens, "*Fransisken*", Jesuits, "*Cizvit*", and Capusins, "*Kapusin*", all had their own monasteries (Pockocke, 1773, p.19). Lüdeke, who came to the city in the middle of the century, had begun to work on establishing a protestant church (Pınar, 1996, pp.95-97). All ethnic communities were free to worship according to their own religious beliefs and speak their native languages.

In İzmir, people from different nations and ethnic communities used to lead a life according to their own traditions and customs. Each community lived in its own district without interfering with others. Similarly, Moslem Turks lived moderately according to their own religious beliefs. These people, who had the utmost confidence in God, left themselves under the protection of God even during the plague epidemics and did not take any precaution against. Each community used to dress up according to their own tastes and traditions. The Moslems and minorities could be distinguished from the Europeans by their dressing style. The women of İzmir used to wear a scarf on their heads, while the Moslem ones covered their faces with a veil. It could be noticed that some merchants, especially the Dutch, adopted a dressing style of Turks as their own (Bruyn, 1725, pp.70-71, 84, 108-110). Since the European merchants could hold a high level in economical life, consequently they could have the chance of leading a better life. The Frank street, where they comprised the majority, seemed like a foreign country. In this street, where Turks could be only rarely seen, languages such as Italian, French, English and Dutch were spoken; Capusin, Jesuit and Recolet priests wandered about; hymns were sung in churches; and everybody greeted each other. Unlike the Moslem traditions, in cabarets, which were open all day and night, people were eating, drinking and dancing together. The

foreigners celebrated their own national festivals and never missed any ceremonies (Tournefort, 1717, pp.374-375). The Greek youth arranged competitions on the coast at Easter and enjoyed themselves by making noise in the streets (Pınar, 1996, p.67).

There existed a good societal life in İzmir and the foreigners were accepted in the society. It could be noticed that some European merchants married usually the rather attractive Greek women or native women of the same religion (Chandler, 1971, p.60). The important merchants of the city were members of Frank Club established in 1785. This club, where the guests visiting the city were taken, card games were played and various entertainments took place, had a great importance in social life (Beyru, 1992, p.352). In İzmir, which was surrounded by fertile plains, country life was popular as well. Among the usual social activities were hunting and fishing, as well as going to the country-side on festival days or on various occasions (Bruyn, 1725, pp.85-87). Especially the Levantines spent the summer months in rural areas like Narlıköy, Hacılar, Buca, Bornova and Seydiköy (Chandler, 1971, p.64; Pockocke, 1773, p.23).

As a result, it is possible to find out that during the period between the 17th and 18th Centuries in İzmir, a cosmopolitan social structure developed and different ethnic communities took place in this structure with their own religious beliefs, customs, traditions and life styles.

3.2.2 The Second Period (19th Century - first quarter of the 20th Century)

In the 19th Century, the city of İzmir still kept its social structure determined by the Turks, Greeks, Jews, Armenians and Levantines (Figure 98). However, in this period, the population of the city had shown an increase. Slaars states that in 1868, 40.000 Turks, 75.000 Greeks, 12.000 Armenians, 40.000 Jews and 20.000 Franks, making up a total of 187.000 people lived in İzmir (Slaars, & Ikonomos, 1932, p.332). According to a research in 1872, there were 18.750 houses and 6.250 working places

and 75.000 Greek, 45.000 Turkish, 15.000 Jewish, 10.000 Catholic, 6.000 Armenian and 4.000 foreign people living in the city (Scherzer, 1873, p.40). On the other hand, Georgiades, in a later dated research indicates that there were 25.000 houses and 8.000 working places and 100.000 Greek, 50.000 Turkish, 15.000 Jewish, 10.000 Catholic and Frank, and 5.000 foreign people living (Georgiades, 1885, p.94). As for Cuinet, he states that at the end of the century, a total of 229.615 people, of which 96.250 were Turkish, 57.000 Greek-Orthodox, 7.628 Armenian, 1.063 Catholic-Latin from the Ottoman citizens, 415 Bulgarian, 50.809 foreign and 16.450 Jewish lived in the city (Cuinet, 1894, p.439). Although there are contradictions in the stated estimations, a considerable increase in the number of Westerns and non-Moslem minorities can said to be in question.

In the first half of the 19th Century, the ethnic communities living in İzmir were not in close social relationships. Due to having different world views and beliefs, the Turks did not get closely acquainted with foreign-originated people. The Jews similarly kept themselves distant from other communities. The marriages between the Levantines and the Greeks or Armenians, on the other hand, the Greeks working as nannies or maids in the houses of the Europeans, both have caused a closer relationship to emerge among different habits (Beyru, 1992, pp.145-146). Countess Nostitz, who visited İzmir in this period, claims that she could not meet the Turks in the city because people who had close relationships with them were to be excluded by Greeks then (Pınar, 1994, p.39). It is also stated that among the Europeans in the 19th Century, the English were regarded as the most effective group (Georgiades, 1885, p.94).

It can be figured out that although various languages were to be spoken in the city, the Greek language was preferred as the common language. The German researcher Ross, who came to the city in 1845, indicates that 120.000 people spoke Greek language in İzmir, but the Turks generally preferred speaking merely their own language. Apart from the dominant languages as Greek and Turkish, other languages

like Italian, Armenian, Jewish Spanish, French, and English were widely spoken as well (Pinar, 1994, p. 95.).

It can be traced from the descriptions of the travelers who visited İzmir at various times, that the Western culture had a strong effect on social life of the city. It was possible to come across European appearances in various fields like the styles of entertainment, decoration or dressing, all of which were determining in life. Chateaubriand, who visited the city at the beginning of the century, compares İzmir, which he described as a civilized oasis in the middle of a barbarian country, to Paris. At the parties the traveler was invited to, there were rich merchants and elegant women who looked like they were dressed from European fashion houses (Chateaubriand, 1949, pp.18-19). Another traveler called Lamartine, states that İzmir which according to him resembled Marseilles, did not look like an Eastern city and adds that the consuls and European merchants lived in a similar way as in Paris or London (Lamartine, 1869, pp.148-149). It can be figured out that people visiting İzmir could easily find the opportunity to further on their habits as if in Europe. Countess Nostitz, who arrived İzmir in 1835, told that they were able to rent a precise little German bourgeois house with is scrubbed wooden floors, shiny furniture and the Easter eggs in the console (Pinar, 1994, p.38). As for Fellows, who were invited to a ball in a club and met many Europeans, indicates that these people lived with their own traditions but the level of their culture was lower than the Europeans. (Fellows, 1852, p.14). Because of its social structure, İzmir could easily be integrated to the Westernization movements in the Ottoman Empire with İstanbul being the capital in the 19th Century.

In the second half of the 19th century, the effect of the Western culture on social life of İzmir could well be conceived. Places like theaters, clubs, cafés, bars, restaurants etc. all of which were required by the Western style of life, have begun to be widespread throughout the city. Such a life style was also regarded as a sign of wealth and nobility. Clothes like jackets, trousers, hats etc. or other things like furniture, tea-sets and piano etc., have also begun to be used widely. It could be observed that the more the interactions between different ethnic groups, the more

active the social life got. Beyru emphasizes that the construction of Aydın-Kasaba railway and its connections to Buca, Şirinyer, Seydiköy and Bornova, the construction of the road along the coast named “Kordonboyu” and, finally, the development of all facilities of transportation such as the trams or ferry-boats of the bay, all have eased and augmented the social relationships (Beyru, 1992, p.145). The act of joining balls or parties, watching plays and shows, going to night clubs, cafés, bars and restaurants, wandering around at Frank street in the Marina which then offered the opportunity of a Western style of shopping, and organizing trips to Caravan Bridge or to close suburbs like Bornova and Buca, can be counted among the social activities of the 19th Century.

One other important social activity of the 19th Century was going to the theater. The first movement in Western style drama was initiated with the plays performed at the French and Italian consulates. Moreover, the establishment of Amateur Actors Group in 1775 on Frank street as well as the Rebellio Circus Show in 1797, can also be listed among the first activities (Akçura, 1985, p.4, Beyru, 1992, p.151). After 1830, a period of settled-theaters began in İzmir. Euterpe, Cammarano, Eksaristeron, Concordia, Kraemer, Olimpia, Paradisos, İzmir, Elhamra, Nea Skene, Kivotos, and Sporting Club were the well-known theaters of the city (Sevinçli, 1994, p.16). Theatre-café were also attracting the attention, serving in their narrow spaces for a rather crowded group of people. At Rıhtım and Eden garden theaters, the plays of French Operetta Company, the Italian Opera Group, the Greek Company and also the Turkish Operetta Group, which was then performing with Armenian as well as Turkish actors, could be watched. In Monaco Café and the Café of Palais de Cristal, songs in ten languages were being sung and following the shows of the Paris Café, the first plays were being performed here. In these places, the audience included only a few number of Turks. The Turks were rather interested in Hacivat and Karagöz shows (Cuinet, 1894, p.465). At Buca however, where a great number of Levantines were settled, certain amateur and professional groups acted out the plays that especially interested the high-society (Erpi, 1987, p.15). Besides the summer and winter theaters in İzmir, the Kahramanlar Road which was known as the “Meyhane

Boğazi” had more than twenty cabaret theaters only (Sevinçli, 1994, p.16). In 1909, the cinema entered into the city life. The Eksaristeron Theatre located at Kordon and owned by the Kraemer brothers, initiated its shows under the title “Pathe Freres Cinematography House” (Makal, 1992, p.44). While new cinemas were being opened one after the other, old theatre halls were also benefited as cinemas. However, the development of the cinema did not cease theatrical activities. Especially after the year 1919, theater groups began to be spread in those districts where the Turks lived (Sevinçli, 1994, p.51).

The pubs and cafes, most of which were located along the Kordon, were very popular with their services like orchestra music and narghile. The cafés named Loucas, Corinne, Posseidon, Alhambra Café together with the pubs named Strasbourg and Viennoise Pubs, both attracted many customers. Another social activity of the period was going to night-clubs and clubs. One of the favorite establishments was the Sporting Club. The Frank, Greek, Armenian Clubs and the New Club all were serving for their own members. In these places, the facilities offered were dining, playing cards, reading etc., and receptions and theater performances were being organized as well. However, it was somehow difficult to let native people be accepted at these places (Cuinet, 1894, pp.465-466, 468).

Balls and parties occupied an important place in the entertainment life of the city. Whenever the fleet was in the port, there were entertainment activities to be organized at the clubs, consulates and along the coast. The festivals of various nations were also celebrated. Especially the French’s 14th of July Festival was splendidly celebrated, while the quay as well as the Frank Street were illuminated and decorated (Cuinet, 1894, pp.467-468). At carnival times, balls to include the best groups of the Frank Street were arranged and the consuls, travelers and various guests were there invited (Yaranga, 1986, p.35). At these balls, which continued until early in the mornings, women in magnificent night dresses and men in evening-suits used to dance and enjoy themselves (Pınar, 1994, p.96). At such entertainment

activities, the Turks were represented merely by high-ranked governors, such as the Governor, “*Vali*”, or Kadhi, “*Kadi*” (Fellows, 1852, pp.4-5).

Just as in the previous period, the tradition of making trips to close distance places like Buca, Pınarbaşı, Bornova continued in the 19th Century as well (Pınar, 1994, p.96). Taking part in sports activities and becoming a member of those clubs that deal with hunting, riding and rowing activities, both were rather popular especially among the Westerns (Cuinet, 1894, p.466). The native settlers, however, preferred to go to picnics around Caravan Bridge, “*Kervan Köprüsü*”. Here, people would sit at coffee-houses, namely the “*Kahvehane*”s, drink sherbet and spend their time by watching people playing music, monkeys acting out and finally, the caravans being loaded and unloaded (Yaranga, 1986, p.59). The Caravan Bridge, though contradictory to the Western style of life spent at Levantine summer resorts, offered a precise Eastern view to travelers.

In the 19th Century, public utilities such as the establishment of institutions such as hospitals, orphanages, charity associations, was considered very important as well. The Guraba-i Müslimin Hospital which was opened in 1851, together with the Military Hospital to be opened in 1892, both served mostly the Turks, while the Armenian and Jewish Hospitals, both to be established in 1831, could be kept up with the support of their own communities. The establishment of French, English and Dutch hospitals, which were all financed by their own governments, date back to even an earlier period. The Orphanage House, “*Piçhane*”, which served the poor and neglected children and orphans, were to receive charity from Catholic establishments. As for the religious constitution, called Les Filles de la Charite, it included an orphanage as well. The assemblies like L’Association des Dames Bienfaitrices, and L’Association des Dames Chariteand Amies de l’Education, both aided the sick, poor and destitute (Atay, 1993, pp.183-185, 190-192). These establishments, accompanied by the schools, were also having considerable contributions in terms of the distribution of religion and culture of the specific communities. Dufayard, emphasizes the role of such assemblies and institutions like colleges and orphanages, aiding for

the development of Hellenistic idea (Dufayard, 1919, p.39-40). At the beginning of the 20th Century, the literacy level of the Greek community in İzmir was twice as much as the Turks. In the city, there were 20 Catholic, 20 Armenian and 7 Jewish schools, which provided for different levels of education. Most of the Turkish schools have been closed down during the war (Toprak, 1992, p.235). The effectiveness of the establishments belonging to the Westerns and the minorities in fields of education and culture, should be regarded as an important factor in the adoption of the foreign concepts, attitudes and life style.

The declaration of the Second Constitutional Regime in 1908, caused the Turkish community in İzmir to make its own existence felt against the foreign culture. A certain group, which consisted of young intellectuals, poets and some managers, all advocating the Turkish cultural movement, began discussing the “National Thoughts”. While some newspapers like *Hizmet*, *İzmir* and *Ahenk* supported such thoughts, the writings of the Young Turks, “*Jön Türkler*”, published abroad could also be read in the city (Aksoy, 1986, pp.86-89). Despite such developments, it can be stated that there occurred no radical change in social structure of the city and that the social life kept its general characteristics.

The occupation of İzmir by the Greeks in 1919 have inevitably affected the social structure. The pressure against the Moslem-Turkish public caused numbers of people to migrate towards the central regions of Anatolia. The spaces were then replaced by the Greeks coming from Greece and the Islands (Arı, 1992, p.276). The Greek soldiers thus joined the social life of the city, constituting a new group. Despite the war, the social life could sustain its activeness until the 1922 fire. An English traveler, who have visited the city before the fire, states that there were smart people sitting at the cafés, that there was an Italian Opera group at the city and that the theaters were open (Housepian Dobkin, 1988, p.107). During the years of occupation, 15 cinemas, 513 “*kahvehane*”s and cafés, 226 taverns, 43 pubs, 11 sea-baths, 8 dance halls, 16 social clubs and 6 sports clubs were being managed in the city. Both the clubs and the charity assemblies were frequently organizing dance-parties then (Toprak, 1992,

pp.232, 234). Such a luxurious life, where the Westerns and minorities pretended as if there were no war, ended with the fire of 1992. A new period was started with the arrival of the Turkish Army into İzmir. Following the war, the minorities, majority of the foreigners, and especially the Greeks, left the country. According to the treaty related with the Turkish-Greek population exchange “*Mübadele*” in 1923, a great number of Turks brought from Greece were to be settled in the city. The new social structure starting with the Republic Period conditions, constituted the circumstances of a different social life.

3.3 Urban Factors

The economical and social structure of İzmir affected the urban development as well. While different ethnic groups created settlement areas of different characteristics, exterior connections to be emerged as a result of trading relationships, were determining in terms of the organization of urban space. In the First and Second Periods, the changes taking place in factors, such as the structure of population, the coast line, transportation systems, have also caused a relevant change within the urban space.

3.3.1 The First Period (17th Century - 18th Century)

İzmir, which was regarded as a large town in the 16th Century, entered a period of growth and development in the 17th Century, due to its active role in trade and its growing population. One part of the city was spread over the foots of Kadifekale hill and another part went along the seaside and flat areas (Figure 99). The city seemed prosperous with its houses, mosques, khans, baths and fountains. According to Evliya Çelebi, in the 17th Century, there were 10 Moslem, 10 Greek, 10 Frank and Jewish, 2 Armenian and 1 Coptic, “*Kıpti*”, districts in İzmir. It is also stated that the number of houses was 10.300 and there were around 2.000 houses to be located along the slope (Evliya Çelebi, 1935, p.92-93). While the Turks, Jews and Armenians preferred mainly the higher parts of the city, the Europeans lived at Frank Street, extending

towards the sea, and its environs. Similar to the settlements, graveyards of different communities were also separated from each other (Bruyn, 1725, pp.77, 84). The ethnic partition had brought out different urban spaces to be shaped in accordance with the specific culture of each community.

The central trade developed in Kemeraltı region in connection with the axes of the caravan routes and the inner port (Figure 100). One of the two important caravan routes leading to İzmir, namely the route of Denizli-Aydın-Selçuk, entered the city from the South and reached the center by passing through the İkiçeşmelik line. The route of Balıkesir-Akhisar-Manisa, on the other hand, entered the city through a one-arched stone bridge known as the Caravans Bridge, which is currently within the borders of Kemer district (Figure 101). This route was connected to the quay after passing through the city and constituted the main axis of the commercial area as well. The axis from Şadırvanaltı Mosque to Başdurak Mosque of the Anafartalar Street, constituted the quay of the inner port. At the intersection point of the inner port and the bay, there were the Ok Castle and Hisar Mosque. Ok Castle, which, after the conquest of İzmir by the Turks, was built in place of St. Peter Castle, was considered important for the safety of the city (Figure 102a) (Arundell, 1949, p.25). During this period, parallel to its becoming smaller in size, the inner port lost its importance (Bruyn, 1725, p.77). The castle situated at Sancakburnu, where the bay narrowed in width, was benefited in protecting the İzmir bay and getting tax from the ships (Evliya Çelebi, 1935, pp.98-99).

The commercial activities were performed more widely around the inner port. A part of the port was even filled and a bazaar was constructed there. As for the Customs building, it also constituted one of the important buildings within the commercial area (Evliya Çelebi, 1935, p.98). There were various crafts and trade activities taking place along the roads from the inner port to the surroundings. There existed a settlement pattern, where the same type of work branches were sharing the same building or street. The titles such as the Demirciler Bazaar, “*Demirciler Çarşısı*”, or Yemişçiler Bazaar, “*Yemişçiler Çarşısı*”, both of which were specialized

in crafts and commerce, have reached our day. As for the foreign merchants and consuls, they were staying in Frank Street, extending towards the bay. The bay was then filled up with trade ships coming from Europe every day. However, since there was no suitable quay for the ships, they had to anchor off the shore, and consequently, the commodities as well as the passengers had to be carried along by small boats (Bruyn, 1725, p.84). The Frank Street, where European goods were being sold, was distinguished in terms of its quality and appearance in the commercial region.

In the 17th Century, various spatial development activities could be observed in the city. Fazıl Ahmet Pasha from the Köprülü Family had some of his important works built. In 1674, he provided the city with water supplies by constructing a water-arch over the Meles Stream. While new fountains were being built at the streets, the old ones were also being repaired (Arundell, 1949, p.42). The Antique Theatre was destroyed and its stones were used for the construction of Vezir Khan (Figure 102b) and Bedesten building built in between 1675 and 1677 (Chandler, 1971, p.59). Such type of construction activities, which were deducted by the big earthquake in 1688, consisted mostly of those buildings which included commercial activities.

In the 18th Century, İzmir seemed to be a large and rich trade city. It had got rid of the earthquake effects and been repaired. The Frank District, running all along the coast, could be conspicuously viewed with its pretty and good-looking houses. The streets were regularly shaped and the pavements were made up of stone (Tounefort, 1717, p.371). The Austrian traveler Riedesel, states that the cost of buildings and price of land were quite high and that the houses, where especially the foreigners lived, were sold at very expensive prices (Pinar, 1994, p.103). This was probably because that a great number of buildings collapsed during the earthquake and that the land along the coast constituting the Frank settlement, was limited in space.

In this century, a change could be observed regarding the commercial center of the city. The inner port was usually dry apart from those times when running water from the slopes of hills were gathered. This place in the city looked more like an empty

space surrounded by buildings at the sides. The castle was still there. Chandler explains that Timur closed the entrance to the inner port and let it be filled, while the puddles running into the port only quickened this situation (Chandler, 1971, p.59). The already filled inner port, should have been totally in-filled in order to provide for the increasing demand of land. In-filling of the inner port changed the relationship between the commercial center of the city and the sea (Figure 103). Some of the commercial activities were directed towards the coast of the main bay.

Another change that took place after the second half of the 18th Century, was the settlement of the activities related to the maintenance and repair of the caravan animals at some place between Kemer and Basmahane. The caravans were to come to the center, unload the commodities and return to Kemer to spend the night there (Kıray, 1972, p.34). The fact that the lodging function of the caravan animals were to be handled somewhere outside the city, provided for a partial relief for the crowded trade center.

3.3.2 The Second Period (19th Century - first quarter of the 20th Century)

In the 19th Century, there were no great changes at the entrance points of the city. Housing and commercial areas were developing around the old focal points. However, spatial development activities that were intensely realized in this century affected the urban space.

In this period, the axes of the old caravan routes constituted the main exterior connections. The route of İzmir-Manisa-Akhisar, known as the “İstanbul Road”, together with the route of İzmir-Aydın-Denizli, known as “Ephesus and Colophon Road”, still were the two main axes (Figure 104), (Scherzer, 1873, pp.69-70). The Caravans Bridge, besides serving for an the entrance point for the caravans to load and unload, was also regarded as an area, where native people could wander around and have a good time (Fellows, 1852, p.12). As it was compulsory to bring the products of Çeşme to the port of İzmir in the 19th century, the Çeşme-Urla connection

became rather important. Moreover, Seydiköy-Buca route through which various meat and food products as well as cotton were imported, was used to get dried fruits, that were demanded by the Europeans, to the port (Atay, 1995, pp.32-33). The railways which were constructed in the second half of the 19th Century, reached the center of the city at Basmahane (Figure 105) and Alsancak stations (Figure 106) and at suburbs like Buca, Bornova and Karşıyaka.

In the 19th Century, it can be figured out that the effort was to adopt the city of İzmir to the requirements of the era, but that it still had many deficiencies in this sense. In this century, the travelers who have visited İzmir, make different comments concerning the city. Chateaubriand, who visited İzmir at the beginning of the century, states that it consisted of all sorts of facilities required to be present in a developed European city (Chateaubriand, 1949, p.15). On the other hand, Fellows indicates, that İzmir was a crowded and dirty city and only the buildings around Marina were well-kept (Fellows, 1852, pp.2-3). Davis claims, that rather than being a city of the 19th Century, İzmir seemed like a city of the 17th century with its narrow streets without pavements, old houses and infrastructure deficiencies (Davis, 1874, p.13). Texier, another traveler, implies that the city affected people at first sight, but that, when its architecture was examined, it could not be considered as much developed (Texier, 1862, p.307).

The development velocity for the city of İzmir seems different in the first and second halves of the century. The reconstruction activities taking place in the second half of the century have affected the urban space affirmatively. One of the most important activities was the construction of the quay. Previously, those who arrived at İzmir by maritime lines had to get onto land at the Marina which then had a limited coastal road (Figure 107). This street consisted of activities like eating, drinking and entertainment in its functional layout. The construction of the quay caused İzmir to gain a newer silhouette. A road named “Kordonboyu”, along which people could wander around, emerged between the sea and the houses (Figures 108, 109). Another important activity that was realized in 1886, was the orientation of the bed of the

River Gediz, which would otherwise continue infilling the bay with its alluvions, to the west by a new canal (Raif Nezir, 1929, p.2). Another activity was widening of the streets throughout the city. None of the roads, apart from the Frank and Kemeraltı Streets were available for cars to have access through. In 1864, Şişeciler Street was widened by removing the shop benches on both sides (Baykara, 1994, p.89). In this period, İzmir Reconstruction and Construction Firm, “İzmir İmarat ve İnşaat Şirketi”, obtained the privilege of constructing a road, which would connect the Basmahane Station with the Customs, “Gümrük”, and then purchasing and selling the lands on both sides of the road, but however, the construction of the road could only be completed in 1935. In 1880’s, a road in Göztepe-Güzelyalı direction was opened. The street extending along the upper areas of Karantina as well as the Hatay Street of our day, both have developed the city towards the south direction (Kıray, 1972, p.53). The construction of the tram lines, was another important activity in the city. At the end of the 19th Century, there were two tram lines in the city, one at Konak-Alsancak, the other one at Konak-Karataş-Karantina-Göztepe. The Hamidiye Firm of İzmir Bay Ferryboats, “Körfez Vapurları Hamidiye Şirketi”, was responsible for the sea transportation in the city. The increase in transportation facilities aided İzmir to become closer to suburbs like Karşıyaka, Buca and Bornova.

The developments and changes could be observed in housing areas as well. The regions where ethnic communities settled were originally the same in character. The Turks were settled at Kadifekale and Değirmendağı districts, the Jews at İkiçeşmelik and Mezarlıkbaşı regions and Havra Street, the Armenians at Basmahane and Kahramanlar districts, the Greek at the region between Alsancak Train Station and the Armenian district and the Franks at the region starting from the Pasaport and ending up to at the coast. In the 19th Century, the built areas were increased in the north direction, while the surroundings of the French Hospital were filled with houses that belonged to Franks. The Güller Street was one of the most popular streets of the city. On the coast, where the consuls and the merchants were settled, construction of any building was subject to a special permission (Texier, 1862, p.308). While the quay was being constructed, not only the area required by the road, but also an additional

area where houses for high-ranked people could be built, was to be obtained by infilling of the bay and the Quay Firm “*Rıhtım Şirketi*” were to get their expenses back by selling these expensive lands (Kıray, 1972, p.52). While, in the regions close to the sea, such developments took hold, there also were various relocations in other housing areas. The Frank Bazaar pushed the expanding Greek housing areas towards the north and caused them to resettle at the Kemer region. While the Turkish districts were spread behind the districts of Eşrefpaşa and Tilkilik, the Jewish settlement moved towards Karataş, Göztepe and Güzelyalı (Kokaryalı) districts, which then consisted of mansions with gardens built for rich Levantines, Turks and minorities. The construction of railways availed the high-level Levantines to settle at settlements like Buca, and Bornova permanently.

There were certain developments taking place at the commercial areas of the city as well. Kemeraltı, which was established over an area obtained by infilling of the inner port, still constituted the center and hosted the traditional crafts and commercial activities (Figure 110). The Anafartalar Street of our day, then constituted the main axis of the commercial center. However, in this period, it was observed that the commercial activities were relocated towards the north. Further away from the Hisar Mosque, new commercial buildings were being constructed at the area gained by infilling of the sea. On the axis starting from the Government Mansion, extending up to the currently named Republic Square, the establishments such as the depots, banks and insurance companies, all to be related to commerce, were located. The second important center of the city was the Frank Bazaar. This center, where the luxurious consuming substances and commodities related with the Western culture were sold, was only composed of the Frank Street, which ran parallel to the sea at those times (Figure 111). This bazaar, increased its effectiveness within the city in time after infilling of the sea, by expanding with the “*Verhaneler*” (narrow streets with shops) and their surroundings. As a result, the 19th Century city hosted two different commercial centers; one traditional center and the other comprising a Western identity.

In this century, the city center began to gain a new image through the construction of various public buildings. The Sarıkışla, which was opened in 1829 and repaired and enlarged in 1847, was located at Konak by the seaside (Figure 112). The new Government Mansion built in 1872 at Konak, began to render service as well. The Clock Tower, “*Saat Kulesi*”, which was built for the 25th reign year of Sultan Abdülhamit the Second, and was completed in 1901, constituted another part of Konak Square (Figure 113). For the Municipality Building to be constructed in 1891, the chosen area was a bit further away from the Hisar Mosque.

At the beginning of the 20th Century, there existed 85 districts and 1100 streets in İzmir. There were plates in French and Turkish at the beginning of each street (Bilget, 1949, p.30). During the occupation years, although no considerable change took place in the city, the existence of the war still were to be felt. While the Greeks were settling in public buildings, they also have erected a monument for the standard-bearer of the Efzon Regiment, who was shot at Sarıkışla Square (Parlak, 1983, pp.402-403). The 1922 Fire, on the other hand, constituted a turning point in the development of the city (Figure 114). While the fire caused the biggest damage in Frank, Greek and Armenian regions, the Jewish and Turkish districts were affected adversely, too. Such buildings as the banks, clubs and hotels were all destroyed. After the fire, it was stated that in the Western region including the Frank Street, there were ruined buildings with wobbly doors, pieces of plates and hanging beams around, while it was claimed for the Turkish region to have kept its activeness (Ximenez, 1925, pp.142-144). The fire have destructed an area of 2.600.000 m² with 25.000 buildings included (Toprak, 1992, p.235). Those areas were redesigned according to an reconstruction plan implemented by René Danger and Prost in 1924. The plan, which was prepared in accordance with the understanding of French Urbanism, proposed wide boulevards and squares that intersected each other radially. With the revisions of this reconstruction plan during the period of Behçet Uz, a design of a Cultural Park arose to be in question for this area. The studies concerning the area of İzmir International Fair and Cultural Park were initiated in 1936 and completed in 1940 (Figure 115). Thus, the city of İzmir began to be restructured again on these burnt areas.

CHAPTER FOUR

THE DEVELOPMENT OF HOSTELRY BUILDINGS OF THE INNER-CITY OF İZMİR : CHANGES AND INTERACTIONS

4. General Framework

In this chapter, the development of hostelry buildings in the inner-city of İzmir in a period starting with the 17th Century and ending up with the first quarter of the 20th Century, is analyzed in context of building type changes and interactions for which such modifications provide an important reason; the architectural qualifications of these hostelry buildings are identified; and these buildings are then classified.

The phenomena of change and interaction, both offer considerable factors for architectural analysis. The changes of buildings are in close relation with the developments experienced in the very near surrounding. While the environment goes through paramount changes, so does architecture with the effect of new conditions as well as the past experiences. Thus, to analyze these developments realized within such a process of change, not only helps in building a relation between the old and new understandings, concepts, and architecture of a period, but also provides for a better understanding of the architecture of our time. In such a context, the hostelry buildings of the inner city of İzmir, constitute a conspicuous example. The hostelry buildings have respectively gone through a considerable changing process in a period between the 17th Century and the first quarter of the 20th Century and the khans were replaced by hotels, which were then, regarded as the foregoing of contemporary hostelry buildings of the time. The scope of the changes, necessitates a division of periods into two, as one period between 17th and 18th Centuries and the other between the 19th

Century and the first quarter of the 20th Century. These periods, also parallel with the same of the economical, social and spatial/urban developments of İzmir. In this chapter, the assessments concerning the characteristics of the hostelry buildings, their classification, as well as their changes and interactions, all are fit within these processes determining the two different development periods.

4.1 The Effects of the Economical, Social, and Urban Factors on the Hostelry Buildings of the Inner-City of İzmir

The effects of the changes of the factors concerning the economical, social, and spatial / urban developments of the city of İzmir, definitely amount to the changes of the hostelry buildings of the inner-city. As it is elaborately analyzed in the previous chapter, when the economical, social, and spatial/urban factors are to be taken into account, the developments of İzmir in between the 17th Century and the first quarter of the 20th Century, can be divided into two different periods. These periods also display the development stages of these inner-city hostelry buildings.

- First Period (17th Century- 18th Century) - Khans
- Second Period (19th Century - the first quarter of the 20th Century) - Hotels

The characteristics of the economical, social, and spatial/urban structures of each period, and the effect of their specific changes on the hostelry buildings are analyzed below.

4.1.1 The Effect of the Economical Changes upon Hostelry Buildings

In the First Period between the 17th and the 18th Centuries, the economical life of İzmir has developed depending especially on long range caravan trade. The factors determining the economical life of İzmir, which were accepted as a bridge between the Eastern and the European countries in that time, can be listed as follows:

- The geographical location of İzmir, which consisted of a wealthy hinterland and a sheltered port, to be benefited by the merchants and tradesmen; the transition from agricultural economy to the economy dependent on trade;
- The development of long-range caravan trade; the interest of Eastern trade in İzmir, especially for Iran silk; the city becoming an important port for trade between the East and the West;
- The privileges of trade to be given to the European countries; the establishment of the Levant Company;
- The legalization of cotton exportation and İzmir becoming a place, where the products of the whole hinterland were collected to be exported;
- The development of a complex structure of trade in the city; the emergence of a new understanding in trade that is adopted by the foreign entrepreneurs as well as the traditional labour branches owned by guilds.

In the First Period, the fact that the city of İzmir began to develop as a trade center and that such a transformation was consequently accompanied by mobility, both have created the necessity for hostelry buildings. There were several needs to be encountered such as providing shelter for those who came to the city for commercial reasons, especially for those who came by caravans for long range caravan trade. While the hostelry buildings of that period provided place for sleeping, dining, bathing etc. to the merchants, caravan owners and subalterns, who all travel long distances, they had to offer appropriate and secure conditions for taking care of caravan animals and for the protection of trade commodities as well. On the other hand, an available place was needed for building up new commercial relations and for introducing and marketing their commodities. The practical solution, certainly, was to provide a suitable environment for all these activities at the same place. Thus, the hostelry buildings of the First Period were the “khans” of that period, all of which, besides lodging, availed for a number of facilities such as storage and commercial activities. While the system, where each khan was to be allocated to only one commercial activity, was appropriately fit within the organization scheme of guilds, the result of such a structure was that places, where the coming caravans are to be lodged and

where the caravan owners were able to find the suitable conditions for building commercial relations, could be specified beforehand.

In the 19th Century, the economical life in İzmir was subject to certain changes taking place in relation with the developments in the world and the Ottoman Empire. From that time on, the determining issue in economy was not long range caravan trade. In the Second Period beginning with the 19th Century and ending up in the first quarter of the 20th Century, the characteristics of the economical life can be listed as follows:

- The event of Industrial Revolution in Europe; the emergence of new technological developments and new doctrines in economics; due to the fact that the Western industry encountered their needs for commodity and market in the East, the increasing importance of the İzmir Port,
- The relegated position of long range trade; the beginning of inner-region caravan trade,
- The reorganization of commercial relations with Europe; the abolishment of the Levant Company; the Commercial Pact signed with the English in 1938; and the right given to foreigners for free commerce,
- The establishment of investments financed by the West; the construction of railways, roads, quays etc.; the modernization of transportation systems; the emergence of foreign-capital establishments such as banks, insurance companies, post office administrations, or industrial firms,

In the Second Period, the paramount changes experienced in economical life also have left their remarks on hostelry buildings of the time. In this period, where the new transportation systems were favoured, the relegated importance of long range caravan trade as the major factor in shaping of the khans of the past, resulted in certain changes in the understanding of lodging activity as well as the programmes of hostelry buildings. It was no longer in question for the sheltering of caravan animals and the storing of the trade commodities to be accomplished both within the hostelry

buildings. This period, where the Westerns became prevailing in economical life, also witnesses a qualifictional change in commercial environment and different spaces began to be organized for different activities.

Commercial khans for trading and business activities, warehouse khans for the storage of commodities, as well as buildings such as those built within an architectural style of their own to be used for banks, bourse and insurance companies, all were among the indicators of the new economical life. In this respect, the activities of lodging, commerce and storage, all had to be separated from each other. As for the multi-functional hostelry buildings, namely the “khans”, they also had to be replaced by the newly-organized hotels built according to the new understanding.

4.1.2 The Effect of Social Changes upon Hostelry Buildings

The period between the 17th and the 18th Centuries, refers to a time in which a new and cosmopolite social structure progressed in İzmir. In this period, the characteristics of social life can be listed as follows:

- Paralleled with increased mobility in trade, the first experiences of dense migration to the city of İzmir, where the majority consists of Turkish population; the increase in minority population; European merchants moving to İzmir,
- The formation of a cosmopolitan society; the emergence of a heterogeneous social structure which consisted of different ethnic groups defined as the Turks, Greeks, Jews, Armenians and Levantines,
- The existence of an environment in where different ethnic groups were able to live together freely according to their own language, religion, beliefs and habitual behaviours, but without building permanent relations with those belonging to other ethnic groups,
- The emergence of a society of Turks, who were not effective in neither the economical, nor the social life; the minorities, who were in close relation with commercial activities acting as mediators and who could speak a number of

languages; and finally the Europeans, who, due to holding the capital in their hands, had the opportunity to live a better-conditioned life than others.

In the First Period, shaped by the new social structure in İzmir, among the places where the different ethnic groups mostly engaged in trade were to meet each other, were the “khans”. The khans not only lodged those people who came from different climates and geographies, but also offered the opportunity for foreigners, public and different groups within the city public to gather along. These buildings providing shelter for such a heterogeneous society of caravan holders, tradesmen, subalterns, travelers etc., thus have attained an important role in the establishment of social relations. The women were not allowed to be a part of that mobility depending on commerce. Although they lived in a city where the cosmopolitan type of society structure held on to progress, the hostelry buildings were completely shaped in accordance with the Ottoman traditions, and were offering the foreigners the authentic life of the East. As for the social life of foreigners in this period, it could not yet achieve to leave permanent traces on hostelry architecture then.

With the progress in the 19th Century, the social life in İzmir also had to go through considerable changes. The characteristics of the social life in the Second Period can be defined as follows:

- The on-going of the cosmopolitan structure of society in the Second Period within a stronger base,
- The increased interactions in social life and the increased level in relations between ethnic groups,
- The augmented impact of the Western culture on social life; and in accordance with this era known as the “Westernization Period” in the Ottoman Empire, the dominance of Western style clothing, entertainment, cultural activities and habitual behaviours in social life.

In the Second Period, the growing impact of Western Culture on social life has also constituted the initiative factor for the transformations taking place in hostelry

buildings. While the Western type of living became the hallmark of the era, theaters, cabarets, clubs, restaurants etc., all of which were necessitated within such a lifestyle, have taken their places in the city. The improvements in transportation facilities in this period have also attracted not only the merchants, but also large numbers of travelers who wondered about the exotic life of the East and took interest in Antiquity. Consequently, tourism has begun to interfere as one of the major factors related to hostelry buildings. In the West, the understanding of lodging displayed a considerable change with the 18th Century, which then resulted in the establishment of hotels. The kind of commuting European merchants and travelers, then demanded for higher standards for lodging just as back in their countries, and this demand turned out to be an obligatory effect for the construction of contemporary hotels. As for the Levantines and non-Muslim minorities living in İzmir, they became the investors and managers of many living places as well as hotels. While the new hostelry buildings served with their cafés, bars, restaurants, clubs, ballrooms, all to be included within their spatial organization, they also contributed profoundly to the social life of the public. These spaces, as opposed to those of the past, were those places where both men and women could gather along, indicating a Western type of living. The entrance of the Turks to the sector of lodging dates back, much later, towards the end of the Second Period. The life in those hotels, which were managed by Turks and where the customers generally belonged to this ethnic group, was quite different from those referring to the Westerns. In these hotels, the spatial organizations lacked any bustling units, such as ballrooms, clubs or bars, but on the other hand, the restaurants were being intensely used by the city public. In fact, the actual attractive issue about the social life in Turkish hotels, was the existence of an advanced “*kahve*” culture. The *kahve*'s of these hotels, were such places gathering the political and cultural milieu of the city together.

4.1.3 The Effect of Urban Changes upon Hostelry Buildings

Starting with the 17th Century, the mounting mobility of trade and the growing population, both have caused the city of İzmir to display a considerable progress. The

organization of urban space was then reflecting the social and economical position of the city. In this stage, the characteristics of urban space can be identified as follows:

- The city divided into different neighbourhoods constituted by different ethnic groups; the location of Turks and Jews in upper regions, Armenians and Greeks towards flat lands, and the Levantine settlements on the coast,
- The development of the commercial center in the region currently named as Kemeraltı; the foreign merchants and consulates located mostly in Frank Street, extending towards the bay,
- In time, the change of relations between the commercial center and the sea; the filling of the inner-bay, which was formerly running parallel to the mosques of Şadırvanaltı, Başdurak and Hisar, all of which are present today,
- The development of exterior connections of the city on the axis coming from Denizli-Aydın-Selçuk caravan route on the south and another axis coming from Balıkesir-Akhisar-Manisa caravan route on the north and the extensions of these axes towards the commercial center,
- Towards the end of the First Period, the activities associated with maintenance of the caravans leaving the center and moving to a place in between Kemer and Basmahane,
- The existence of certain suburbs like Buca, Bornova, and Seydiköy, to be used as seasonal (summer) settlements.

As the khans of the First Period were built to serve for long range caravan trade, they were situated in Kemeraltı, the commercial center of the time (Figure 116). They were located on streets following the caravan routes and on axes circumscribing the inner bay. Thus, some of those khans, which were neighbouring the sea, had quays of their own. The breakthrough in commercial activities were necessitating new buildings to be constructed and eventually were forcing the already constrained spaces of the center. This explains why a certain amount of commercial area had to be obtained from the filling of the inner-bay. In the 18th Century, the filling of the inner-bay, that was already subject to the same end because of natural reasons, caused the relations of the center with the sea to change inevitably. In the end, the former quay became the

Anafartalar Street of our time and constituted the main axis of the commercial center, while it also meant to be a similarly important axis for the location of hostelry buildings. The constrained amount of area for the commercial center, consequently caused the street facades to be used by as many buildings as possible, for the land values on that street were considerably high. The type of planning, which gave a narrow width to the facade facing the street and which organized to gather most of the activities in interior spaces, was also a suitable solution for urban spaces. The khans benefited from this type of a solution as well. At the end of the 18th Century, the moving of certain activities such as the maintaining activity of the caravans to the place between Kemer and Basmahane, inevitably resulted in further changes to take place in programmes of hostelry buildings.

The Second Period is a period, in which the city of İzmir given the effort to be accorded with the era and has been subject to paramount changes. In this period, where the transportation systems were modernized, while important rebuilding and construction facilities took hold, the characteristics determining the urban space can be listed as follows:

- The central growth of housing settlements of different ethnic groups and the expansion of the city in various directions,
- Parallel to the construction of the quay, the redevelopment of the city on coastal areas,
- The extension of the commercial center towards the north; as an alternative to the traditional commercial center Kemeraltı, which is located on the filled area gained from the former inner-bay, on the north area circumscribing the old Frank Street and on an area situated on “*verhane*”s again gained by filling of the sea, the establishment of Frank Bazaar, where the goods of Western culture were sold,
- The widening of roads and streets and parallel to the construction of the tram lines, the development of the city towards the southern axis; the construction of new public buildings,
- Due to the improvements in transportation facilities, the distances between suburbs like Bornova, Buca and Karsiyaka and the city as if approaching nearer,

- While the exterior connections were provided through the old caravan roads, the emergence of new connections like Çeşme-Urla.

In this period, the changes in space, affected the location of hostelry buildings as well. Among such influencing factors, was the relocation of the urban commercial center to the north. As the Marina and its surrounding, sheltering the Westerns, provided for a welcoming place for those foreigners who come to hotels by maritime lines, it also meant to be an appropriate settlement area. Following the construction of the quay, on one hand the city was enriched with a new silhouette, and on the other, the best hotels of the city took their places on the coast along the road, named Kordon (Figures 117-118). The Quay Company selling the most expensive lots of the city at Kordon, preferred a pattern, where as many parcels as possible could be neighbouring the sea within a long and narrow-shaped area. In these parcels, the constructed hostelry buildings thus had to be constrained by such a pattern. Furthermore, the improvements in sea transportation and the construction of the tram lines, both were advantageous for the hotels of Kordon.

As for Kemeraltı, different developments took place there. In a previously filled area starting with the Hisar Mosque and extending to the current Gazi Osman Pasha Boulevard, there was a pattern composed of narrow and long parcels. These parcels were being used by the storage and commercial activities that once took place within a part of hostelry buildings. The hotels on the other hand, were concentrated on an axis named Hükümet Street starting with the entrance at Konak Square, that was developed with the construction of public buildings in Kemeraltı, and extending towards the Kemeraltı Mosque (Figure 119). The lodging activities, which, in the past, were concentrated around the inner-bay, were located close to the newly determined coast line. Towards the end of the Second Period, there were new hotels built in different districts like Tilkilik, Basmahane etc. The improvements in transportation in this period, not only contributed for relations of the suburbs and their near surrounding, but also created an available environment for new hotels to be built.

4.2. The Development of Inner-City Hostelry Buildings

In both of the periods, which can be distinguished from each other regarding the social, economical and urban indicators, the concerned requirements as well as the overall understanding of lodging, display different characteristics of their own. The inner-city hostelry buildings of the First and the Second Periods, thus, carry different characteristics with regard to the factors affecting the architecture in terms of the users, the function, programme, urban location, interior-exterior space relations, spatial organization, facade features etc.

4.2.1 The First Period (17th Century - 18th Century)

In the First Period between the 17th and the 18th Centuries, the khans functioned as the inner-city hostelry buildings. Due to the increasing importance of İzmir owing to its role in trade in the 17th Century, many khans began to be constructed. Katip Çelebi states in his work “Cihannuma” written in 17th Century, that there existed about sixty khans in İzmir (Katip Çelebi, 1145, p.669). Evliya Çelebi, on the other hand, mentions about eighty two khans, among them which he counts nineteen namely. These khans are Malkoçzade, Kurşunlu, Çavuşzade, Altıparmak, Tercüman, Beyler, Mehmet Efendi, Kethuda İbrahim Pasha, Muhtesib, Bölükbaşı, Tavşanlı, Çukur, Hadji Ömer, Fazlullah, Sulu and Bostancı Khans and the two khans of İmamzade (Evliya Çelebi, 1935, p.96). However, only a few of the khans of that century could achieve to reach our current age. Among the khans listed by Evliya Çelebi, only Sulu Khan and Fazlullah Khan are still present today. Küçük Demir and Selvili Khans, dating back to the end of the 17th Century and the 18th Century, together with Büyük Vezir, Küçük Vezir, İbrahim Pasha and Kara Mustafa Pasha Khans, which, although stated in insurance plan of 1905, do not exist today, all inform about the khans of that time. As for the khans still existing today and which are known as belonging to the 18th Century, they can be named as Kızlarağası, Mirkelamoğlu, Abacıoğlu and Yeni Khans. Furthermore, it is actually stated in insurance maps of 1905 that the khans

Osmanzade, Yandevi, Büyük Demir, Dervişoğlu, Çamur, Çerçioğlu, Piyaleoğlu, Küçük Karaosmanoğlu, Dolma and Hüseyin Beşe, all date back to the 18th Century.

In the analysis of khans as hostelry buildings, there emerges several problems to be faced. The first problem is that the resources mentioning the khans adopt a general approach as naming them all under the topic “Khans of the Ottoman Era”. While there are 11 khans in Thomas Grave’s map dating in between 1836-1837, and 13 khans in Luigi Storari’s map belonging to year 1850, Raif Nezih Bey states about 147 khans in his work written at the beginning of the 20th Century (Raif Nezih, 1927, p.9) and Slaars mentions 50 (Slaars, 1932, p.288). The researcher Aktepe, who analyses a more recent period (Aktepe, 1971, pp.113-149) identifies 76, Muller Wiener 180 (Muller-Wiener, 1980/1981, pp.420-454), and Ersoy indicates 101 khans (Ersoy, 1991, p.5), which were constructed in the Ottoman Era. However, while those buildings are listed, the fact that the identification of specific differences between periods cannot be made periodically and the lack of epitaphs in most of these khans, both create certain problems in dating. Another problem is the separation of khans used for lodging from those used for commerce and storage. With the determination of the basic principles shaping the hostelry buildings of the First Period, there will supposedly be some factors obtained for achieving to make such a differentiation between different khan buildings.

4.2.1.1 Users and Functions

In the First Period, the users of hostelry buildings as well as the functions included, were varied. The members of long range caravans, caravan holders, tradesmen, subalterns, who lodge in khans, together with their camels, horses, donkeys, and loads, all make up a heterogeneous community. It is possible to classify the users of a khan which served for lodging in this period as follows:

- Passengers (caravan owners, merchants, tradesmen and subalterns of long range caravan trade, and rarely travelers)
- Animals (caravan animals, camels, horses, donkeys)

- Commodities (trade commodities, silk, spice etc.)
- The local representatives of commerce (local tradesmen benefiting from space for commercial activities)

Such a variety of users has affected the functions included in khans as well. In this period, the functions of an inner-city hostelry building can be listed as follows:

- Lodging (for passengers, caravan animals)
 - opportunity to rest and sleep
 - encountering the requirements (dining, worship, bathing, maintenance of the caravan etc.)
- Storage (the protection of the commercial commodities)
- Commerce (permanent and fixed activities like exhibition, display, bargaining etc.)

The khans of this period, owing to their functioning in accordance with the above-listed activities, can be defined as “multi-functional buildings”.

4.2.1.2 An Assessment Concerning the Classification of Buildings

The khans of İzmir, when assessed according to the plan schemes independent of any functional differentiation, can be divided into two:

- Khans with courtyard (one-storied, two-storied)
- Passaged khans

This classification, is accepted in principle by all researchers. Among these researchers, Muller-Wiener defines the second group as “passage-established khans” (Muller-Wiener, 1980/1981, pp.436-437), which is a definition that is also preferred by Çakar (Çakar, 1986, p.52). As for Ersoy, they are defined as “*arasta*-like khans” (Ersoy, 1991, p.52).

Nevertheless, it is necessary to differentiate the khans of İzmir further in terms of their functions.

- Khans with lodging activity included (khans with courtyard)
- Commerce and storage khans (khans with courtyard and passaged khans)

The difficulty in such a differentiation is the absence of any valid document explaining about the use of each building. It is explained in the above section that the khans of the First Period were generally organized as to bring the functions of lodging, commerce and storage activities together. The actual functional differentiations, on the other hand, have taken place in the Second Period. In the Second Period, just as in the passaged khans used for commerce and storage, while the functions were to become distintegrated, so would their architectural characteristics. However, one could come across such khans sheltering only commercial and in connection to it, storage activities, in the First Period as well. These buildings, just like hostelry buildings, are designed with courtyards. Even so, besides the criteria like the programmes, plan characteristics, interior-exterior space relations, and relations with the near surrounding of the khans, the informations to be obtained from waqf charter, “*vakfiye*” also aid in differentiating khans including lodging activity from those which are devoid of any activity as such.

- *Programme Differences*: The khans which include lodging activity within their programmes consist of a variety of places like passenger rooms, stables, various service spaces, storage rooms, shops etc. As for the programmes of commercial and warehouse khans, they were composed only of shops and storage rooms.

- *Differences in Plans*: The differences of the programmes between lodging khans and khans of commerce and storage, display themselves in plans. The different activities in programmes of the khans used for lodging, were reflected in ground- and first-floor plans as different spaces. As for commerce and storage khans, due to the limited number of activities, the spatial organizations of both the ground- and the first-floors were similar.

Analysis of the differences in plans by examples, can help in elucidating the issue. In such a context, Büyük Vezir Khan, which began to be constructed by Fazıl Ahmet

Pasha in 1675 and was then completed by Vizier, “*Vezir*” Kara Mustafa Pasha in 1677, constitutes an interesting example. Bruyn, who came to İzmir in 1678, claims that Vezir Khan then consisted of storage rooms and shops, that these sections were being used by merchants, and that the building protected by ironwork doors and windows, was extremely safe (Bruyn, 1725, pp.76-78). The financial market of the time, then, was in the hands of local tradesmen and bankers (Raif Nezih, 1927, p.9). The insurance plan of 1905, on the other hand, provides information about the plan scheme of this currently non-existing building (Figure 120). The building, which had two stories with a courtyard, consisted of similarly and equivalently divided units in its ground- and first-floors. In these commercial areas, taking place in the city center where the land values were fairly high, the spaces were designed for offices of minimum size. A similar plan was applied in 1744 to Kızlarağası Khan located near the inner-bay by Kızlarağası Hadji Beşir Agha of Sultan Mahmut the First (Figures 121-123). In the waqf charter of this building, a list of renters and rent amounts of the year 1745 provides the information such that the majority of the renters of the ground- and first-floor spaces were non-Muslim merchants. Previously the ground-floor was used mostly by wicker workers and coppersmiths and the first-floor by broadcloth workers and weavers, however in time, the merchants of fabric and silk, took hold of both floors (Erkal, 1996, pp.107, 112-118). This khan with courtyard, consists also of similarly and equivalently divided commercial spaces. Another example of commercial khans is Büyük Karaosmanoğlu Khan, which is stated to date back to the 17th Century by Aktepe (Aktepe, 1971, p.132), to the second half of the 18th Century by Muller-Wiener (Muller-Wiener, 1980/1981, p.428), to the beginning of the 19th Century by Kuyulu (Kuyulu, 1992, p.51) and finally to a time between the second half of the 18th Century and the beginning of the 19th Century by Ersoy (Ersoy, 1991, p.41). In the registrations concerning the “*tereke*” book of this khan, information concerning that the rooms of the ground- and the first-floors were rented by tradesmen and that the building served not for lodging activities but for activities of commerce, can be traced (Kuyulu, 1992, p.51). In the two-storied building with courtyard, the spaces were designed similar to other commercial khans with divisions in order, having equivalent measures (Figures 124-127).

The khans serving for lodging activity were different from the commercial and warehouse khans in terms of their spatial organizations. In such type of a khan, the division of the upper floors, which consisted of passenger rooms, into equivalent units of minimum dimensions would no doubt constitute an organized pattern. However, besides the spaces of lodging required for stables, caravan maintenance, dining room, bathing room, small mosque, “*mescit*”, etc., the ground-floors were to include organized spaces of different dimensions and shapes for the commercial units. For example, although Piyaleoğlu Khan dating back to the 18th Century was a one-storied building, the spaces, which were used as the passenger rooms located on the left hand side of the khan, can definitely be differentiated from others (Figures 128-130). The plan schemes of Fazlıoğlu Khan (Figures 131-133) belonging to the 17th Century and of Osmanzade Khan (Figure 134) dating back to the beginning of the 18th Century, can both be depicted as khans which best exemplify the differentiation between the ground- and first-floor plans. On the ground-floor, there existed wide spaces besides the small units of commerce and on the first-floor, rooms were situated in an organized pattern. On the other hand, Küçük Demir Khan, built in between the end of the 17th Century and the 18th Century, is a typical example of the khans serving for long range caravans (Figures 135-137). As for Selvili Khan, which has lost its original characteristics because of the interventions of our time, it is possible to trace the organized pattern of passenger rooms (Figures 138-143).

- *Interior - Exterior Space Relations*: In khans serving the function of commerce, the relations with the streets were rather kept intense. For example, Büyük Vezir Khan with its three different entrances on northern, eastern and western facades, was connected with Küpecioğlu Khan and with the Bedesten of Çakı, which was one of the most important commercial buildings of the time. In Kızlarağası Khan, on the other hand, there existed six entrances having three on the west, two on the east, and one on the north. On the northern side of this building was the Bedesten of Bakır located. As for the passaged khans developed as the commercial buildings of the Second Period, they had two entrances. Furthermore, as can be exemplified in

Abdurrahman Khan dating back to the beginning of the 19th Century, and in Esir Khan, these buildings functioned as a closed street where one could enter at one side and leave from the other (Figure 144). In those khans, where lodging activity were to be included, it is possible to claim that the interior-exterior space relations were better controlled and that the entrances were generally given at only one point.

Another assessment concerning the interior-exterior space relations, should be focusing on one-storied khans with courtyard. In Kemeraltı, with its intense pattern of commercial land use, it then remained impossible for the ground-floors with the highest land values to be allocated to lodging activity. For this reason, in general, one-storied khans with courtyard should be evaluated as commercial buildings. An example for one-storied khans with courtyard can be given as Sulu Khan, which is mentioned in the “Seyahatname (Book of Travels)” of Evliya Çelebi (Evliya Çelebi, 1935, p.96), with its mezzanine units being used for commercial activities (Figure 145). Piyaleoğlu Khan, however, was an exceptional example for including the activity of lodging though not distributed to the whole ground-floor.

- *Relations with Buildings in the Near Surrounding*: An evaluation concerning the buildings surrounding the khans, can also give clues about the existence of lodging activities. The requirements of long range caravan users, such as those related to bathing or worship, etc., necessitated the construction of Turkish baths, “*hamam*”s, or small mosques called “*mescit*”, in close distance to the khans. There even are some cases where these buildings were constructed by those who built the khans. It is indicated in the waqf charters, “*vakfiye*”, of Bölükbaşı Khan, which was among the khans mentioned by Evliya Çelebi, that the mosque and Turkish bath neighbouring the khan were also constructed by the same person (Aktepe, 1971, p.117). Evliya Çelebi mentions another khan which were to share its name with Bostancı Khan (Evliya Çelebi, 1935, p.96). Probably, the two mentioned buildings were located adjacent to each other. In addition, it is also evident that Kara Mustafa Pasha Khan neighboured a Turkish bath, Osmanzade Khan a small mosque, Altıparmak Khan a mosque and

Kurşunlu Khan a small mosque, “*mescit*”, and a “*madrassa*” (Aktepe, 1971, pp.114, 130, 135, 140).

• *Information Obtained from Waqf Charters “Vakfiye”*: The waqf charters, which give explanatory information about the spaces within khans, help in determining the uses taking place inside these buildings. In some waqf charters, the number of rooms and shops are listed separately. For example, it can evidently be stated that Hüseyin Beşe Khan, mentioned in a waqf charter dated 1.07.1796, consisted of forty rooms besides its stable, courtyard and four shops (Aktepe, 1971, p.126). It is also known that İzmir was then yet a small city and not many animals were used for carriage at that time. For this reason, the stables within a khan was directly associated with lodging of the caravan animals. In a waqf charter belonging to Küçük Mehmet Khan, dated 24.02.1718, it is revealed that the khan was consecrated within its 14 “*tahtani*” rooms on the ground floor, 13 “*fevkani*” rooms on the upper floor, stable and a well. In the waqf charter of Osmanzade Khan dated 8.04.1726, it is similarly indicated that the khan had “*fevkani*” rooms of the upper floor and “*tahtani*” rooms of the ground floor, as well as a stable, a courtyard, a cellar and drinkable water (Aktepe, 1971, pp.136-137, 140).

Following the determination of differences between the khans serving for lodging activity and those of commerce and warehouse, the classification of these khans can consequently be in question. When the khans of lodging activity are evaluated with regard to their plan schemes, they can be classified as below:

- ° Khans with courtyard
 - one-storied khans with courtyard
 - two-storied khans with courtyard

4.2.1.2.1 Khans with Courtyard Used for Lodging

In khans with courtyard, where lodging activity took place, the widespread plan types consist of “two-storied” schemes. Since the ground floors were preferred to be

benefited for commercial activities, “one-storied” schemes were adopted for hostelry buildings only rarely. Examples to be analyzed are limited in number, because most of the khans of this period could not be kept up straight until the current era and there exists no adequate information about certain buildings. In the light of the criteria mentioned in the previous chapter, the examples can be given as Piyaleoğlu Khan classified for a one-storied khan with courtyard, and Fazlıoğlu, Osmanzade, Küçük Demir and Selvili Khans for two-storied khans with courtyard. Rather than making specific assessments for each khan separately, the adopted aim here is to determine the general characteristics of hostelry buildings of the First Period, and shed light on the overall change emerging in the Second Period. The exemplified buildings, thus, provide for a transposition of information related to the basic principles of inner-city hostelry architecture of the First Period.

Piyaleoğlu Khan, which constitutes one of the rare examples of one-storied khans with courtyard serving for lodging activity, dates back to the first half of the 18th Century and is also known as Piyaloglu Khan (Aktepe, 1971, p.141). The plans of this building, which, prior to its demolition, was located on Anafartalar Street, are today kept in the archives of the General Directorate of Ancient Monuments and Museums.

Among the two-storied khans with courtyard, Fazlıoğlu Khan is located on 1316th Road of the old Bit Pazarı (second-hand bazaar) district. In the “Seyahatname (Book of Travels)” of Evliya Çelebi, the khan is referred to as “Fazlullah Khan” and for this reason, the building is assumed to date back to the 17th Century (Evliya Çelebi, 1935, p.96). This khan is included within some of later-dated waqf charters as well. In a waqf charter of Gedusizade Hadji Abdullah Agha bin Hüseyin Agha, dated 15.01.1717, the name of this khan is again mentioned. It was also claimed that a part of the cellars within the building then belonged to Fatma Hanım. In another waqf charter dated 1.07.1796, a statement of “Fazlıoğlu Khan to be referred to as Emiru’l-Umerai’l-kiram Derviş Agha-zade elhac Mehmed Pasha Khan” is included (Aktepe, 1971, p.124). The original plans of this building, which was subject to many changes in time, are displayed in the insurance plan of 1905.

As for Osmanzade Khan, which is absent today but present in the 1905 insurance plan, was a property of one of the Aghas of *Serdengeçti*, named Genç Hadji Osman Agha bin Ahmet Beşe bin Osman Agha. The building was located on the corner where the two streets named Osmaniye and Aya Yorgi intersect. According to a waqf charter dated 8.04.1726, the fact that the incomes of the khan were consecrated to some institutions of religion in İzmir, indicates that the khan was constructed at the beginning of the 18th century (Aktepe, 1971, p.140).

Küçük Demir Khan, on the other hand, which stands in quite a ruined situation today, is located on 913rd Road, between Şadırvanaltı Mosque and the Odun Pazarı (Wood Bazaar) district. Although the construction date of the building devoid of any epitaph, cannot be exactly specified, it is assumed to date in between the ends of the 17th and the 18th Centuries (Ersoy, 1991, p.18). During the construction of Fevzipasha Boulevard, great portion of Selvili Khan and Mirkelamoğlu Khan located across, were demolished. It is rumoured that the khan was built in time of Yavuz Sultan Selim as a supply base for the Egypt war (Aktepe, 1971, p.144). While the building which is devoid of any epitaph is dated to the 18th Century by Muller-Wiener (Muller-Wiener, 1980/1981, p.453), Ersoy declared that it could well be built between the ends of the 17th and the 18th Centuries (Ersoy, 1991, pp.21-22).

- *Urban Location and Relations between Interior - Exterior Spaces*: Besides the physical characteristics of Kemeraltı district, where the khans with courtyard serving for lodging activity were mostly located, the active and busy life of the district also contributed to the shaping of the buildings in the near surrounding. In addition to the development on a wider area due to the filling of the inner-bay, the connections of Kemeraltı with the caravan road axes, have brought the original pattern of the district into focus. This physical pattern was the result of the intersection of the arc-shaped narrow roads with those oriented towards other directions. At such intersection points, there usually were squares circumscribed by mosques, “şadırvan”s (water tanks), fountains etc. The majority of the parcels were narrow or shaped in an

irregular pattern. The hostelry buildings were appropriately designed according to these irregularly shaped parcels. Piyaleoğlu Khan was located in a kind of serrated parcel (Figure 128), Fazlıoğlu, Osmanzade and Selvili Khans in unorganized, trapezoid-shaped parcels (Figures 131, 134, 138), and Küçük Demir Khan in an approximately square-shaped parcel (Figure 135), and all buildings were accorded with their parcels.

In Kemeraltı, which constituted a continuously intense activity area, there existed a horizontally-developed trade activity. The narrow roads opened to squares or to the courtyards of buildings, causing a widening in space. The courtyards could take the intensity of the road inside and therefore, carry the commercial life on within the courtyards. In khans availing for a lodging activity, the relationship between the road and the courtyard was provided by a short passage which generally was an archway. This was a passage which could be strictly controlled and be closed at nights by the help of its strong ironwork doors. The entrance was usually situated on the axis passing through the center of the longest side. The entrances of Osmanzade and Küçük Demir Khans were shaped as such (Figures 134, 135). As for Fazlıoğlu Khan, having a corner entrance, it constituted an interesting example (Figures 131, 133). In one-storied Piyaleoğlu Khan, on the other hand, the access to the courtyard was provided through the shortest side (Figure 128). In such type of khans, where the interior-exterior space relations were restricted for security reasons, the spaces having direct relations with the road did not open to the courtyards. An example of that sort can be given as the units located on the entrance facade of Piyaleoğlu Khan (Figures 128-129).

- *Spatial Organization:* In khans with courtyard including the activity of lodging, the main principle in the planning of space was the differentiation of different functions from each other. In one-storied Piyaleoğlu Khan, the solution has been to situate the different functions at different directions around a courtyard (Figure 128). The two-storied scheme with courtyard, on the other hand, provided a suitable scheme since it availed for the location of different activities at different levels. The

ground floor, where different units of spaces were lined up around the courtyard, included stables or units for the maintenance of the caravans, service units for lodging-related activities as worship, dining, bathing, etc., and storage or commercial units for the protection of commodities. By contrast to the active life on the ground floor, the actual hostelry consisting of passenger rooms on the upper floor, displayed a much quieter and stationary environment. The access to the upper floor was provided by a stairs close to the courtyard entrance. The stairs could be either situated at a place surrounded by walls as in Fazlıoğlu Khan, or near the courtyard as in Selvili Khan (Figures 132, 139). The units included within the hostelry buildings, then, can be analyzed as follows:

◦ *Open and Semi-Open Spaces:* The inner-courtyard surrounded by the ground floor spaces, possessed an important function as an open space. The courtyard could serve as a place available for the loading and unloading of the caravan animals, the exhibition of the commodities, and for marketing. In khans of İzmir, partially due to the obligations brought by the formation of parcels, it can be observed that the courtyard forms were not always regular. While in Piyaleoğlu and Fazlıoğlu Khans, the courtyards were serrated in shape (Figures 128, 131), in Osmanzade and Selvili Khans, a plan of rectangular-like trapezoid plans were favoured (Figure 134, 138). Finally in Küçük Demir Khan, there existed a square-like courtyard (Figure 135).

The semi-open spaces often were structured by porches. The ground-floor spaces could also open directly to the courtyard. In Piyaleoğlu and Osmanzade Khans, a partial porch pattern could be observed. In Piyaleoğlu Khan, there was a porch between the passenger rooms covering one side of the floor and the courtyard (Figure 128). As for Osmanzade Khan, there existed a partial porch only on the left-hand of the short side of the courtyard (Figure 134). Furthermore on the upper floors, semi-open spaces of porched galleries took place. While the porched galleries circumscribe the facades of the second-floor facing the courtyard in Osmanzade Khan, they were structured upon two wings in Fazlıoğlu Khan and three in Selvili Khan.

◦ *Stables*: In order to provide a safe travel for the caravans, the facts of giving the caravan animals loaded with the caravan commodities the opportunity to rest, encountering the basic needs such as dining, and making the maintenance of the caravans, all were considered profoundly important. On the ground-floor, stables were built to encounter such services. In waqf charters of certain khans like Hüseyin Beşe, Küçük Mehmed, and Osman Agha Khans, the stables are seen to be purposely expressed in the list of spaces (Aktepe, 1971, pp.126, 137, 140).

◦ *Services and Other Places*: On the ground-floor, there also were service places for encountering the various requirements associated with lodging. The actual needs of bathing and worship, were to be met in the neighbouring Turkish baths and mosques. Nevertheless, the khans were designed to encounter such needs as bathing or worship, though partially. Aktepe claims that there was a small mosque, “*mescit*”, and faucets for religious cleaning, “*abdest*”, at the center of the courtyard of Küçük Demir Khan, and that the small mosque located in the courtyard of Piyaleoğlu Khan functioned until the 1970’s (Aktepe, 1971, pp.121, 142). In the insurance plan of 1905 showing the plans of Selvili Khan, there seems to be a place which supposedly was used as a small mosque at the center of the courtyard (Figure 138). In khans, the sanitary spaces were designed as general places.

◦ *Storerooms and Cellars*: The depots and the cellars were the other units on the ground-floor, where the commodities were kept until they were sold. In some cases, the subalterns could be staying with the commodities. These places, as can be exemplified in the waqf charter of Osmanzade Khan (Aktepe, 1971, p.140), are occasionally mentioned as well.

◦ *Commercial Units*: A part of the ground floors consisted of shops which then had access from the outside. Küçük Demir Khan surrounded by shops and Osmanzade Khan, where its two facades were covered with commercial units, both displayed good examples of this (Figures 134, 135). There also were small shops at the entrance facade of Piyaleoğlu Khan (Figure 128).

◦ *Passenger Rooms*: The passenger rooms constituting an important part of the hostelry building can be differentiated from other spaces in terms of their dimensions and design. By situating the rooms on one side of the courtyard in one-storied khans and on the upper floors in two-storied khans, the required silence for sleeping and resting could be achieved. These passenger rooms designed within the least measures, were covered with a vault or a cupola. They were either rectangular-shaped as in Piyaleoğlu, Fazlıoğlu, Osmanzade and Selvili Khans (Figures 128, 131, 134, 138) or square-shaped as in Küçük Demir Khan (Figure 135). There could be windows facing not only the road, but also the porched gallery. While furnaces and niches were to be occasionally placed within the walls, there was no furniture. The English traveler Chandler quite astonishingly expresses that when a passenger was to arrive at a khan, the subaltern would clean the floor, spread a rush mat over and that the whole furniture of the room would then be consisting of only such (Chandler, 1971, p.61).

◦ *Structure and Materials*: The hostelry buildings of the First Period were generally constructed in a system of solid block of masonry. Stone materials were benefited as rubbish, rubblework, or regular cut-stone. On wall surfaces, it can also be observed that stone and brick were used as a mixture of both. Besides the walls, the columns carrying the porches and the pillars supporting the vaults, were the elements of the structural system. It is stated that in İzmir there were khans of timber or semi-timber system but that such a system was favoured more in the Second Period, and additionally that such examples had disappeared long ago (Aktepe, 1971, pp.110-111).

Cupolas, vaults and timber roofs were used as a casing system. Examples of cupola uses were embodied in Küçük Demir and Selvili Khans (Figure 136, 142). The usage of vault as it generally appeared in the system of a barrel vault or a crossribbed vault were widespread then. For the shops and courtyard passage of Fazlıoğlu Khan barrel vault and crossribbed vault, and for the porches of Selvili Khan, barrelvault were used. The coverage system of Piyaleoğlu Khan, on the other hand, was hipped roof.

◦ *Facade Organization*: The living examples of the First Period hostelry buildings, most of which were subject to demolition, generally have lost their original characteristics because of many interventions. Especially the ground-floor uses caused the facades in question to be completely spoiled. The entrance facades are often emphasized by a round archway as in Fazlıoğlu Khan (Figure 133) and by an entrance defined with a flat arched spacing as in Piyaleoğlu Khan (Figure 129). On the upper floor of Küçük Demir Khan, there are flat arched and rectangular-shaped windows with shutters (Figure 137). As for the upper floor facades of Selvili Khan, the square- and rectangular-shaped windows with stone jambs beside the discharging brick arches can be observed (Figures 140-141). It can be indicated that in khans, the street-facing facades were organized only plainly. In the past, it was possible to see the characteristic texture of the walls that were supplied by a mixture of stone and brick as a decorative element then. When it comes to the courtyard facades, it can be observed that they seemed to be a bit activated by porches, stairs, columns and balustrades.

4.2.2 The Second Period (19th Century - first quarter of the 20th Century)

In the Second Period, the hotels began to be established as modern hostelry buildings. The development of these hotels offering a high standard service of a new understanding, then took place in various ways in the Frank district, where the Westerns lived, in the traditional trade center as Kemeraltı and in other districts of the city.

As the hotel establishments began to progress in İzmir as required by the impact of Western culture, the first hotels of the city were opened in the coastal areas of the Frank district. The best hostelries of the time were those hotels which were located on a short coastal street at the Marina, that is on an axis welcoming those who come to the city by maritime lines in the first half of the 19th Century, and on the Birinci Kordon Street built after the construction of the quay in the second half of the same

century. The passengers arriving at the Marina were first welcomed by the name of the “Royal Navy Hotel” printed on a big signboard, neighboring other hotels as Great Smyrna Hotel and Locanda di Nuova Europa (Beyru, 1992a, p.348). According to the insurance plan of 1905, the hotels located at Kordonboyu were Alexandrie, Anatolie, Commune, Concorde, Constantinople, Edremit, Egypte, Elphiniki, Epire, Grand Huck, Ile Metelin, Ioannina, Kraemer, Lespos et Kidonie, Londres, Macedonie, Roumelie and Ville Hotels and the Leonidas Hotel located on Ingiliz Iskelesi Road (Figure 146).

The travelers visiting İzmir in the 19th Century make different remarks concerning the hostelry buildings. While some of them think that the hotels in İzmir were at the same level as the similar ones located in Europe, others complain about the quality of the establishments. Chateaubriand, who visited the city in 1806, claims that the city offered all facilities of an European city, and that he has not faced any problem in terms of lodging. During his visit, the traveler has stayed at a neat place which was located across the bay, managed by a woman and furnished in European style (Chateaubriand, 1949, p.15). In addition, the servant of Chateaubriand named Julien, who came to the city a few days before his master and brought the French consulate a reference letter, states in his diary that he has lodged in a neat and comfortable place where there were French food and that he met some European people who also stayed there (Yaranga, 1986, pp.34-35). Fellows, on the other hand, who visited the city in 1838, emphasizes that the Royal Navy Hotel is no different from the similar ones located in England (Fellows, 1852, p.1). However, not all the travelers share the same opinions regarding the lodging facilities. The German traveler Ross, who came to İzmir in 1845, reveals that although the port availed for a rather concentrated traffic and the travelers visit the city quite frequently, there still was the difficulty of finding an affordable hotel (Pinar, 1994, p.87). As for Davis, who has visited the city in the second half of the 19th Century, he claims that the city was not enriched by large numbers of hotels and that it did not offer a variety of alternatives (Davis, 1874, p.12). There also were travelers who arrived the city as guests of the consulates of their countries as well as those who spent their days in İzmir staying at the ships they

traveled by (Lamartine, 1869, p.143). Nevertheless, it is an accepted fact that there were a considerable number of hotels in the city, and that, especially in the second half of the century, there has been a raise in the qualificational standards of hotels. The hotels such as those named Kraemer Palace, Grand Huck and Hotel de la Ville, consisted of comfortable rooms besides their other service spaces like café, restaurant, bar, club or ballroom, all of which were attractive places and offered the customers the opportunity to benefit from translators and guides. They were among those hotels providing the best service in the city (Almanac Synoptique A L'usage Du Levant, 1894, pp.12, 93, 273; Atay, 1978, p.35).

In this period, just like the hotels, other hostelry units like pensions managed by the Levantines and the non-Muslim minorities began to be established. One of these was named Pension Gion, which covered nearly an area of a hotel (Pinar, 1994, p.107). It is revealed that such pensions were of use even prior to the construction of the hotels.

As a result, it is possible to trace the establishment of hotels in Western terms starting with the 19th Century in the Frank district as well as the distribution of the new understanding towards other districts of the city in time. The hostelry buildings of the Second Period, thus, meant to be the important initiative in terms of the social, cultural and entertainment life of İzmir and hotels such as Kraemer Palace and Grand Huck, became the landmarks of the city.

In the end of the 19th and the beginning of the 20th Centuries, at a time when the hotels were not yet widespread in other districts, the hotels located on Birinci Kordon Street have gotten into a process of modifications and renovations. In hotels named Commune, Egypte, Grand Huck, Kraemer Palace, and the one located adjacent to the Russian Post-Office, there has been such modifications like increase in the number of stories, addition of a roof flat, changes of oriels into balconies or visa versa, the increase in spacings, and addition of pediments for the facades etc.

The adoption of the hotel establishments in Kemeraltı can be dated after a transition period, namely to the beginning of the 20th Century. There emerges several points to be analyzed in this transition process of lodging function from those khans, which sheltered the three activities of lodging, commerce and storage together, to hotels built to serve merely for the activity of lodging. These points cover the position of the old and the new khans within the changing process of the understanding of lodging and its architecture on one hand, and certain conceptual confusions on the other.

In this period witnessing the end of long range caravan trade and the functional differentiation of buildings, there is no doubt that the khans had to go through the same changing process. As the lodging function was relocated towards the coast on the north and along the part of the current Anafartalar Street that were close to Konak, the old long range caravan trade khans, which were then left at the inner districts, abandoned the activity of lodging and allocated their buildings only to the activities of commerce and storage. As a matter of fact, these functions were already included within the programmes of these buildings. Therefore, such a transformation did not cause any problem. In the insurance plan of 1905, the qualities of the commercial and storage activities of specific khans as Fazlıoğlu, Küçük Demir, Osmanzade, Selvili Khans can be observed (Figure 147). The newly-constructed commercial and storage khans of the period can easily be differentiated by their plan schemes. As can be exemplified in Çakaloğlu and Musevit Khans, the scheme of “passaged khans” were preferred considerably (Figure 148). On the other hand, just as in Arap Khan or Manisalıoğlu Khan, the scheme of two-storied plans with courtyard continued to be established (Figure 149). There also were warehouse khans built only by covering a rectangular or square space by a plain roof. Balyozoğlu Khan and Essayan Khan constitute examples of such (Figure 150). As different buildings were organized for different activities, there emerged certain complications related to confused conceptual understanding. In this period, although the term “khan” mostly referred to commercial and storage buildings, some hostelry buildings were also defined by the same term as well.

In the 19th Century, when the concept of “hotel” was not yet adopted, the buildings of the transition period between khans and hotels, functioned as the activity of lodging. Despite the fact that they are called as “khan”s however, they were different from the long range caravan trade khans of the past and the commercial and storage khans of the period. These buildings, which had plan schemes nearly as the same as those of the hotels, can also be named “Early Kemeraltı Hotels” (Figure 151). In the first quarter of the 20th Century, on the parcels of these hotels in question, were those buildings, which have begun to be mentioned as hotels, though they had been functioning as such in the previous periods, within the plan schemes and same names of the former buildings.

In insurance plan of 1905, which constitutes an important resource concerning the Second Period hotels, the list of the hotels included only the ones located along the coast on Kordonboyu and its environs as well as Hotel Astre d’Anatolie located at Osmaniye Street close to the border of the traditional trade center. It can be revealed that the term “hotel” was not frequently used in Kemeraltı at that time. The hotels which were located along the quay and served directly for the activity of lodging, were more likely preferred by foreign merchants and businessmen and by those who travel for touristic purposes. The hostelry buildings of the central trade district, on the other hand, mostly sheltered merchants of the region and the small-scale producers. Therefore, it was not possible to abandon the commercial activity out of these hostelry buildings all at once. As a matter of fact, the hotels of Kemeraltı can be said to develop in advance of the khan tradition.

Aktepe mentions one- or two-storied khans with courtyard, where the small-scale producers of the villages and the towns of the city of İzmir came for short-time visits in the 19th century. In these khans constructed in a semi-masonry system, there also existed stables and small mosques, “*mescit*”. As the merchants benefited from these buildings as hotels, they could market their products in the courtyard (Aktepe, 1971, pp.110-111). These buildings were much different from the old long-range caravan

trade khans in terms of both quality and usage. Furthermore, the plans of these buildings being referred to as “Bey Khan, Eşrefpasha Khan, and Batak Khan”, all were marked as “hotel” in the insurance plan of 1905 (Figures 152-154). Similar to later-dated hotels, these buildings were designed in a plan scheme with courtyard and include a “*kahve*” and grocery at the entrance facade and a stable at one corner of the courtyard. By the help of a detailed analysis of the 1905 insurance plan, it can be observed that the khans of commerce and storage excluded such type of spaces and that the type of commercial activity within these buildings were determined as well. As for the plans of the hostelry buildings, there were no records related to commerce.

In buildings referred to as “Early Hotels”, since the basic commercial activity was not organized throughout, thus, it had to be organized within their buildings. A conspicuous example of such can be given as Yusufoglu Khans situated on Göztepe Tramway Street (Figure 155). It can be figured out that one of the two Yusufoglu Khans that were situated adjacent to each other but with different plan schemes, was the one availing for commercial activity, while the other one with courtyard can be considered as a typical example of hostelry with its “*kahve*” and grocery right next to the entrance and its water element at the center of the courtyard. The second mentioned Yusufoglu Khan later became Güzel İzmir Hotel. Likewise, Evliyazade Khan, on the corner of the intersecting Göztepe Tramway Street and Hükümet Street was transformed into Evliyazade Hotel, near it, Ekmekçibaşı Khan into Ekmekçibaşı Hotel, Rauf Pasha Khan on Hükümet Street, into Ragıp Pasha Hotel and Hadji Sadullah Khan into Hadji Sadullah Hotel. In the 1905 insurance plan, there also are buildings on Hükümet Street, with no records at all but which were designed according to the plan scheme of “early hotel”s. In later-dated documents, it can be seen that the buildings on these parcels were mentioned by the names Hadji Ali Pasha Hotel, Hadji Hasan (Yeni Şükran) Hotel and finally, Gaffarzade Hotel.

In the first quarter of the 20th Century, there were many hotels in Kemeraltı which served for lodging activity. Within such a process, a part of early hotels were renovated, while the remaining began to function as hotels with their current

conditions. Besides, there also were new hotels being established. The major Kemeraltı hotels can be listed as Ankara Palace, Asya, Ardahan, Büyük Abdülkadir Pasha, Hadji Ali Pasha, Hadji Hasan (Yeni Şükran), Hadji Saadeddin, Hadji Sadullah, Kemahlı (Kemahlı İbrahim Bey), Meserret, Mesut, Zevk-i Selim Hotel. Among them, hotels like Büyük Abdülkadir Pasha Hotel and Zevk-i Selim Hotel were established by the conversion of former mansions, “*konak*”, into hotels (Eray, 1988, pp.60-61; İzmir ve Havalisi Asar-ı Atika Muhipleri Cemiyeti, 1934, p.14; Nadir, 1926a, pp.34-35). Most of the well-kept hotels of Kemeraltı such as Meserret, Hadji Hasan (Yeni Şükran), Ragıp Pasha, Evliyazade, Gaffarzade Hotel, belonged to well-known families of the city and the people who had worked as administrators in the city (Nadir, 1926a, pp.34-35; Özgen, 1941, pp.183, 185, 187). These buildings sheltered numbers of famous people and witnessed historical events. In addition, the “*kahve*” and restaurants of these hotels, were such places where the writers, politicians and the intellectuals of the city all gathered together (Aksoy, 1986, pp.104, 265-266, 274-275; Onur, 1987, p.2; Nadir, 1926a, p.35). Especially following the 1922 Fire, during which the hotels of the Frank district had been destructed profoundly, Kemeraltı hotels had to encounter a considerable portion of the lodging requirement in the city.

In the period within the first quarter of the 20th Century, a number of hotels were established in regions of the city like Tilkilik, Basmahane, Kestelli Street and Kemer Street. Among these hotels were namely Balıkesir Hotel, Cihan Palace and Tevfik Pasha Hotels at Tilkilik; Cumhuriyet, Sadık Bey (Yeni Sadık Bey) and Şark Hotels at Basmahane; Ferah Pension and Şerif Pasha Istanbul Halk Hotels on Kestelli Street (Nadir, 1926a, pp.34-35). Just as in Sadık Bey (Yeni Sadık Bey) Hotel, the transformation of mansions, “*konak*”s, into hotels were in question at these districts as well. As a matter of fact, the houses on Dibek Road (1296th Road) would, in later periods, be transformed into hotels one by one, and thus constitute the “Road of Hotels” of our time. Following the reconstruction and recovering of the city after the 1922 Fire, there emerged new hotels like İzmir Palace, with its high standards on Birinci Kordon Street or Naim Palace, which was formerly used as a house (İzmir ve Havalisi Asar-ı Atika Muhipleri Cemiyeti, 1934, pp.6-13, Öztürk & Türkmenoğlu,

1993a, p.15). Similarly, Bahçeli Hotel at Basmahane or Ege Palace on Birinci Kordon Street, were among such hotels that reflected the effects of the national architectural style.

It is possible to state that, towards the first quarter of the century, the hotels became quite widespread in the city resulting in a wide range of hotels of different capacities, standards and qualities. In general, while the bed capacities of the hotels were not very high, the number of rooms ranged between 15 and 50. For example, Gaffarzade Hotel included 28 rooms, whereas Meserret Hotel 33, Hadji Ali Pasha Hotel 17, Cihan Palace Hotel 50, Ankara Palace Hotel 19, İzmir Palace Hotel 26 rooms in total (İzmir ve Havalisi Asar-ı Atika Muhipleri Cemiyeti, 1934, pp.13-14; Nadir, 1926b, p.42).

Despite the advanced development in terms of the standards of hostelry buildings, it can be indicated that they offered limited facilities even in the first quarter of the 20th Century. The rooms were generally furnished with single or double beds. The majority of the customers were male visitors. However, there also were hotels like Central (Merkez) Hotel on Birinci Kordon Street or Cihan Palace Hotel at Tilkilik district, which included flats for families. In most of these hotels, rooms with double beds were paid per person and a room could be shared by two visitors traveling separately from each other. In rooms with single-bed, the hostelry price can be observed to be kept purposely high. As an example, in Meserret Hotel the single-bed room price was 75 kuruş, and the double-bed room 50 kuruş per person, while in Hadji Hasan (Yeni Şükran) Hotel, the prices were 100 kuruş and 75 kuruş successively. Furthermore, in Askeri Hotel (Military Hotel), which was later named Ankara Palace Hotel, it was possible to lodge in separate rooms by paying 100-150 kuruş for the 1st Class Section, while the hotel also offered its 2nd Class Section consisting of 15 beds for 75 kuruş. As for Yeni İzmir Hotel at Keçeciler, where the comfort conditions were fairly low, different prices were valid for a bedstead and floor-bed (Nadir, 1926a, pp.34-36).

Likewise, the sanitary spaces were left behind the required level of comfort conditions at the beginning of the 20th Century as well. It can be observed that only so few of these establishments included bathrooms in their designs. Particularly in those owned by Turks, spaces to be used as bathrooms were very rare in number, such that the necessity for bathing were to be encountered in Turkish baths, “*hamam*”s. In well-kept hotels, on the other hand, there were washbasins in the rooms. The toilets, and if present, bathrooms were designed as general units. Hotels like Cihan Palace at Tilkilik district or Central (Merkez) Hotel on Birinci Kordon Street, emphasized in their advertisements especially their washbasins availing for both hot and cold water as well as their bathrooms of general use. It can also be claimed that the bathing activity was subject to extra prices. For example, in Central (Merkez) Hotel, the price of hot water bathing was 100 kuruş and of cold water, it was 50 kuruş. This hotel additionally offered its customers an opportunity for the so-called “sea-bathing”, which was a very popular activity at that time. Even in 1930’s, it is implied that among the most popular five hotels of a luxurious status in the city, only İzmir Palace and Ankara Palace Hotels included hot-water bathing facility (İzmir ve Havalisi Asar-ı Atika Muhipleri Cemiyeti, 1934, p.13).

As for the comfort conditions concerning illumination, communication, and heating etc., such facilities were also below the required level in most hotels. The existence of electricity being especially emphasized in the advertisements of certain hotels, namely Askeri Hotel (Military Hotel), Halk Hotel, and Tevfik Pasha Hotel, suggests that in that period, there even were hotels without any electricity at all (Nadir, 1926b, p.42). In 1930’s, there weren’t any telephone network established in most hotels. In this period, only İzmir Palace Hotel, which was depicted as being among the luxurious hotels of the city, was heated by a central-heating system (İzmir ve Havalisi Asar-ı Atika Muhipleri Cemiyeti, 1934, p.13).

Towards the end of the first quarter of the century, it can be revealed that there, yet, existed no specific classification regarding the hotels. Although hostelries like Askeri Hotel (Military Hotel) or Central (Merkez) Hotel, introduced themselves as

first class hotels, it can be claimed that such a statement had no formal qualification. However, in order to keep the standards at a specific level, making a classification emerged as an ultimate necessity. Besides some hotels like Central (Merkez) Hotel, which offered its customers places such as the bar, restaurant, ballroom or the laundry room as well as the facilities such as playing piano, taking a sea-bath or opportunity to bath, and providing better communication by the help of translators, or others like Cihan Palace Hotel, including suites, various saloons, bathing flats, or till sections besides its bedrooms, there also were those establishments where the lodging activity was referred to only as a single room or bed for a night (Nadir, 1926a, pp.34-36). In the 1930's, however, it can be observed that hotels were classified as luxurious, first and second class hotels. İzmir Palace, Ege Palace, Modern, Central (Merkez), Ankara Palace Hotels, can all be counted as the luxurious hotels of the city. The term "Palace" expressed following the name of the hotels, indicated the privileged position of such establishments. As for establishments like Evliyazade, Ferah, Gaffarzade, Hadji Ali Pasha, Hadji Hasan (Yeni Şükran), Hadji Sadullah, Halk, Kemahlı (Kemahlı İbrahim Bey), Meserret, Mesut, Sadık Bey (Yeni Sadık Bey), and Tefvik Pasha Hotels, they were listed as the first and second class hotels (İzmir ve Havalisi Asar-ı Atika Muhipleri Cemiyeti, 1934, p.14). After such a definite classification then, the hotels could develop within their standards.

Additionally, in the first quarter of the 20th Century, the pensions continued to serve as an alternative for the lodging activity. Even in the 1930's, there were pensions mentioned, such as Amadiya, Barışç, Kaviki, Narik, Süis, Şaton, Tvny, Vidari, or Vilyamson etc., all of which were administered by settlers of foreign-originated citizenship like Italian, English, Austrian, or Swiss, etc. The prices of these pensions that could be annually or monthly rented, were also subject to bargaining (İzmir ve Civarı Telefon Türk Anonim Şirketi, 1936, p.80, İzmir ve Havalisi Asar-ı Atika Muhipleri Cemiyeti, 1934, p.15).

In the Second Period, parallel to the improvements in transportation facilities between İzmir and its suburbs and near surrounding, many country hotels (summer

hotels) began to be established. In Buca, especially during the summer season, activities of culture and fine arts resulted in a rise of interest in that summer county. In a newspaper advertisement dated 1829, it is announced that Mme. Aubin had established a new hotel at Buca with its rooms furnished in an elegant style as well as its beautiful restaurant. Towards the middle of the century, another announcement states that the Hotel of Salvo in Buca offered rooms for daily or monthly rent and that it included a billiard saloon (Beyru, 1992a, p.344). Fellows, on the other hand, mentions that the owner of Royal Navy Hotel had opened a pension at Buca (Pınar, 1994, p.78). Another hostelry building is Manol Hotel, which dates back to 1838 with its timber structure, inner courtyard and stairs providing connection between the upper floor and the courtyard (Figures 156-157), (Erpi, 1987, p.51).

Although it was a more distant settlement from the city, Hot Springs of Çeşme attracted the attention of particularly those who then lived in İzmir because of its springs of restoring health and recovering numerous illnesses. The hot springs which availed only for a few pools neighbouring a "*kahvehane*" in the middle of the 19th Century, were subject to an inevitable development in time and was consequently organized with additional hostelry buildings and baths. Osmanie (Osmanlı) Hotel (Figure 158), Rasim Palace Hotel (Figures 159-161), and Karabina Hotel (Figures 162-163) all constituted the best establishments of the region. There were different alternatives for lodging. For example, while in Osmanie (Osmanlı) Hotel, that included health baths and that was owned by Karabinazade Ali Efendi living in Çeşme in the 20th Century, it was possible to stay at a flat with two rooms and a kitchen by paying 25-30 kuruş, the hotel also availed for a single bed to rent for 7-9 kuruş without any additional furniture or meal. Besides, there were adjacent rooms for a daily rent of 2-3 kuruş (Kişi, 1997, pp.135-136, 141-142). Even though such uses were to be accompanied with health activities, they actually provided the base for Çeşme to become the most popular summer county of the city of İzmir.

In the Second Period, the contemporary understanding of lodging activity was finally settled within the framework of the afore-mentioned developments.

Consequently, the İzmir hotels of this period, took their places in the city as the architectural documents of a transformation process from khans to the hotels of our time.

4.2.2.1 Users and Functions

In the Second Period, the functions offered by the hostelry buildings and their users were subject to change. Just as the long-range caravan trade necessitated an organization of special requirements as commercial activities, storage, caravan maintenance etc. to be reflected in the designs of khans, similarly, the lodging activity constituted the main issue in the organization of hotels.

The travelers of this period were different in quality from those of the past. Previously, while the people lodging in khans consisted of merchants, caravan holders or subalterns, who travel together, work in the same field of trade, and thus constitute an organized community, the customers of the hotels were individuals who travel for different purposes, separately or in small groups. The common point between the two periods, though, was that the majority of the customers were merchants, tradesmen and businessmen. However, parallel to the improvements in transportation facilities and the increased mobility in touristic activities, the travelers began to be accepted within the list of the users of hotels. Since these people traveled mostly for arbitrary reasons, the comfort conditions of hostelry buildings were to be considered much more important. As one of the main differences from the inner-city khans, although very rare in number, families, or in other words, women, could also be counted among the users of hotels.

Even though the lodging, commercial and storage activities were organized within separate buildings in this period, there still emerged hotels where the ground floors were partly allocated to completely different commercial activities from the past. However, the said commercial activity was then realized by small enterprises functioning in accordance with a system unrelated to the lodging units. The enterprise

in question could well be a grocery or even a post office. Such uses took place mostly because of the commercial values of ground floors increased due to their rather closely designed parcel patterns. Since the commercial activities at khans, on the other hand, were realized as regards to caravan members staying there, they had to be directly integrated with the activity of lodging. Besides, the khan, which availed for different functions, was simultaneously managed as a whole. As for the commercial activities in the early Kemeraltı hotels, constituting the transition buildings between the khans and hotels, they accordingly carried original characteristics specific to those of the transition period. The small scale shopping activity taking place in the courtyards of the early hotels, were not organized or comprehensive as in the past, but instead, defined the personally handled simple activities. The products let in the building were not long range trade commodities, which inevitably had to have an impact on the spatial organization concerning their protection and marketing, but products that were brought by the small producer by the help of saddle animals and, after a bargaining at the courtyard, those that were sold in a short period of time. In these buildings, although the programmes were quite similar to those of the hotels, there still appears one difference that refers to the function of commerce still being related with the users of that establishment. Due to the establishment of hotels however, such uses disappeared in time and, consequently, the commercial activities began to be managed independently, but still in shops encountering a wide range of the requirements of the hotel customers.

Contrary to the past experiences where the saddle animals carrying the caravan commodities were sheltered and accordingly, to the necessity to encounter their needs that constituted one of the major activity areas in the khans, in most hotels, there existed no spaces allocated to such uses for taking care of the animals. In this period where the contemporary transportation vehicles such as trains or ships were used, it already was not possible for every visitor to be accompanied by a saddle animal. The stables were more likely to take place in the early Kemeraltı hotels serving the small enterprises of the region. However, the act of sheltering the animals were then considered to be an important criterion for the hostelry buildings.

Another difference regarding the Second Period was the location of certain spaces of entertainment and recreation like the café, bar, restaurant and ball room etc. within the hotels. By the help of such a layout, the city public could be counted among the users of hostelry buildings.

In this period, the users of an inner-city hostelry building can be classified as follows:

Primary Users

- Passengers (merchants, businessmen, travelers etc.)

Secondary Users

- The local representatives of trade (of limited number)
- City Public (those who benefit from the entertainment and recreational activities of the establishment)

As for the functions allocated to the inner-city hostelry buildings, they can be classified as below:

Primary Functions

- Lodging (for passengers)
 - the opportunity to sleep and rest
 - the needs to be encountered (dining, bathing, various services, if present, taking care of the saddle animals etc.)
- entertainment and recreational facilities

Secondary Functions

- Commerce (not integrated with the lodging activity, limited in number, structured as small enterprises)

The separation of different functions in the hostelry buildings, the lessening of the type of users, the inclusion of secondary users and functions, which do not possess a determining role for the building, all are among the developments specific to this period.

4.2.2.2 An Assessment Concerning the Classification of Buildings

The hotels of the Second Period, dating back to the 19th Century and the first quarter of the 20th Century, can be classified as the following:

- Passaged Hotels
 - center-passaged hotels
 - side-passaged hotels
- Hotels with side entrance
- Hotels with courtyard
- Hotels converted from houses into hotels
- Hotels with different plan schemes
 - hotels with different plan schemes of the 19th Century
 - hotels with different plan schemes of the 20th Century
- Hotels with unknown typology
 - hotels with unknown typology of the 19th Century
 - hotels with unknown typology of the 20th Century

In typological evaluations, the plan schemes constitute the main criteria. Most of the hotels of this period are unfortunate to be kept up straight until the current age, and in addition to this, there exists only restricted documents and information related to such buildings. The classification of the hotels, could be realized as a result of an elaborate evaluation of not only the still existing buildings, but also those which have been demolished leaving behind documents related to their architecture or those mentioned in certain reference books.

Passaged hotels, hotels with side-entrance or hotels with courtyard, all together possess a special quality in that they constitute the characteristic İzmir hotels of a period during which such building types were newly in question. Besides reflecting the cultural interactions of the time in their architecture, these buildings, particularly possess plan schemes which were designed in harmony with the original conditions of

the city of İzmir. Hotels of each group were shaped in correspondence with the common principles referring to certain conditions as urban location, interior-exterior space relations, spatial organization, structure and material, facade pattern etc.

It is possible to further classify the hotels of the first three groups, namely passaged hotels, hotels with side entrances and hotels with courtyard, with each group being shaped according to their plan schemes, in terms of their urban location.

- Birinci Kordon Street hotels (passaged hotels or hotels with side-entrance)
- Kemeraltı hotels (hotels with courtyard)

Another classification of the three group of hotels involves the different cultural effects reflected separately in their architecture.

- Hotels reflecting the effect of the Western culture (passaged hotels or hotels with side-entrances)
- Hotels reflecting the effect of Khan tradition of the Ottomans (hotels with courtyard)

The hotels converted from houses to be used for lodging activities, on the other hand, are not much enlightening about the architecture of that specific building type, since they actually were not built for lodging purposes. However, they can be depicted as important buildings, for they reflect the development of hotels through the Second Period. It can be traced that during the adaptation process through which former-houses become hotels, there emerges the absence of certain common principles to be considered.

Except for the characteristic types, those hotels which were designed in different plan schemes are to be analyzed within a separate group. Each hotel within this group displays different architectural features of its own. Nevertheless, it appears to be a valid determination that they were planned according to the adopted principles related to the function, spatial framework or programme etc. of the period they took place in.

There are still other hotels though, where the names are mentioned in various reference books, but with no information about any plan schemes and consequently with no typologies.

4.2.2.2.1 Passaged Hotels

The passaged hotels (Figure 164) date back to the 19th Century. Although they are known as the typical hotels of the city with their original plan schemes shaped in harmony with the specific conditions of the urban environment, they intensely reflect the effects of the Western culture. These hotels can be grouped into two:

- Center-passaged Hotels : hotels such as Commune (Figures 165-167), Edremit (Figures 168-169), Egypte (Figures 170-172), Elphiniki (Figure 173), Epire (Figure 174), Grand Huck (M.Mille, Deux Auguste) (Figures 175-179), Kraemer Palace (Figures 180-188).

- Side-passaged Hotels: hotels such as Ioannina (Figure 189), Londres (Figures 190-192), Macedoine (Figures 193-194), Roumelie (Figure 195) together with the one located near the Russian Post Office (Figures 196-200).

◦ *Urban Location and Interior-Exterior Space Relations:* Such type of hotels were located along the Kordon, also named as Kordonboyu (Figure 164). Since they were located at an axis between the Birinci and İkinci Kordon Streets, they could be in relation with both streets. Besides the opportunity to welcome the foreigners arriving the city by maritime lines, they were advantageous in that the bay could be viewed pleasantly. The Birinci Kordon Street, constituting an axis where the city public could wander around, rest and be entertained, also meant to be an appealing and active place for the users of hotels. The coastal region consisting of buildings mostly comprising bars, restaurants, clubs, theaters, etc., and including the tram lines for transportation, offered the users of the hostelry buildings a wide range of activities. The location of consulates at the same region also helped in providing a sense of security for foreigners, such that they availed for the opportunities to solve their specific problems and be introduced to the city public.

The intention to let as many buildings as possible benefit from the facilities of the Birinci Kordon Street and from the view of the bay, was a determining factor in the formation of the spatial layout (parcel pattern) of the region. Most of the parcels of which the passaged hotels would have to be located upon, were narrow in form, extending towards the back side. Another factor was the valuable land values, resulting in an attached pattern for the construction of buildings. Thus, such a spatial pattern can be viewed as the main factor in the development of passaged-hotel scheme. In such type of hotels, the relations with the exterior spaces could be provided by a passage through the narrow sides both availing for continuous access. The mentioned passage meant that there existed a circulation controlled by the doors situated at the two directions.

Among the passaged hotels, it can be observed that Kraemer Palace Hotel was located on a wider parcel (Figure 180). As for Grand Huck Hotel, it also displayed an exceptional parcel pattern (Figure 175). Although the building, unlikely to the other passaged hotels, was placed at the corner parcel of a building lot, since the side facade of ground floor was completely allocated to the use of Ottoman Post Office, the interior-exterior space relations were developed similar to the pattern of the parcels attached in two different directions.

In this period, different from the inner-city hostelry buildings of the First Period, it can be observed that the interior-exterior space relations were enriched. Most of the places in hotels like cafés, bars, restaurants etc., were connected with both the indoor and outdoor spaces.

° *Spatial Organization:* In such kind of hotels, the passage which provided access between the interior and exterior spaces, at the same time, appeared to be a characteristic element determining the spatial organization. The passage continued along the long-shaped parcel and the spaces of the ground-floor were then opened to the passage. In hotels like Commune, Edremit, Egypte, Elphiniki, Epire, Grand Huck

Hotel, and Kraemer Palace, where the passage was situated along the central axis of the ground floor, the spatial pattern can be defined as the “center-passaged scheme” (Figures 165, 168, 170, 173, 174, 175, 180). However, in Commune Hotel, the scheme beared certain differences. On one part of the the ground floor the passage widened as to comprise the restaurant, café and the bar. In other hotels like Ioannina, Londres, Macedoine, Roumelie together with the one located near the Russian Post Office, where the passage was located on one side of the ground floor and where there existed various units at the other direction, the spatial pattern were to be named as “side-passaged scheme” (Figures 189, 190, 193, 195, 196). When compared to the center-passaged hotels, since the side-passaged hotels were located in narrower parcels, they therefore, were designed within more restricted programmes.

On the ground floors, apart form the passages, there also were places like cafés, restaurants, bars, a few shops, a storage place together with the entrance hall of the hotel. There existed similar examples of such hotels having two, three or four stories, as well. In some examples, there existed a mezzanine above the ground floor. The access to the upper floor was provided by stairs located approximately at the central axis of the parcel. Although the upper floor plans of such type of hotels are missing, it is possible to figure out the schemes with reference to information obtained from the ground floor spatial organizations. The assumption is that, in the upper floors of the center-passaged hotels, the corridor designed at the center accompanied rooms at two directions, while in the side-passaged ones, the corridor designed adjacent to a side, availed rooms to open only at one-side and in both schemes, the rooms were accompanied by generally used sanitary spaces. The units included in the hotels are analyzed below:

* *Entrance Hall of the Hotel:* It is observed that the buildings in question did not comprise a completely developed entrance hall required in a hotel. The hall of such hotels were designed as a small space, including stairs and being opened to the passage at a point somewhere towards the center of the ground floor.

* *Café, Bar, Restaurant and Clubs*: In the Second Period, the cafés, restaurants, bars, and clubs, which meant to be the outstanding places for the social life of İzmir, were extrovertly designed in service of not only the hotel customers but also the city public. These spaces were connected to both the passages and particularly the Birinci Kordon Street, and thus, were made to become prevailing in the active life taking place across the view of the bay.

The center-passaged hotels, can be considered to be more enriched by such places. In some hotels, there were cafés as well as restaurants and bars. For example, in Commune Hotel, the café, restaurant and bar were settled as to be lined up all along the sea-side (Figure 165). As for Elphiniki Hotel, there was a café at the right hand side of the entrance from the Birinci Kordon Street and a restaurant and bar on the left direction (Figure 173). These rectangular-shaped spaces extended towards the staircase well. In Edremit Hotel, on the other hand, the restaurant and bar were located together facing the sea (Figure 168). Another example is Epire Hotel, where there existed a bar at the right hand side of the entrance from the Birinci Kordon Street (Figure 174). Followingly, in Kraemer Palace Hotel, which was counted among the most distinguished establishments concerning the social life of that period, included a bar and a restaurant on the ground floor and the Hellenique Club at the upper floor (Figure 180). The bar and restaurant of the establishment, were widened towards the adjacent parcel.

In the side-passaged hotels, however, the units as cafés, bars, and restaurants, were more restricted. In Ioannina Hotel, there was a café viewing the sea (Figure 189), in Macedoine Hotel a café and a bar (Figure 193), in Roumelie Hotel, a restaurant and a bar (Figure 195), and finally in the one located near the Russian Post Office, a bar facing the İkinci Kordon Street (Figure 196).

* *Service Spaces*: Owing partly to the narrowness of the parcels and partly to the understanding of the management, it can be indicated that the service spaces were left fairly restricted. In Elphiniki and Epire Hotels, the storage place of coal, located in

relation with the İkinci Kordon Street, were worth notice (Figures 173-174). As stated by Ross, the heating was most probably obtained by stoves (Pınar, 1994, p.87). Some of the units on the ground floor, being used as storage places or offices then, must have been related with the functioning of the hotel. It is assumed that the sanitary spaces, just as it were in other type of hotels with specific plans of the Second Period, were designed to be generally-used. In this type of hotels having as guests the foreigners arriving at İzmir by maritime lines, since there were no saddle animals, there existed no stables.

* *Commercial Units:* In the coastal area, where the land values of the parcels were rather high due to the existence of the port, one part of the ground floors of hotels were allocated to be used as shops, depots, or offices. Except for sharing the location with the hostelry sections, these units did not have any common point, but still some were being used by those staying at hotels. Since the side facing the sea were more preferably allocated to spaces like cafés, bars and restaurants, the shops were located facing the İkinci Kordon Street or the passages, while the storage places were mostly situated at the passages. The best example of such a pattern can be traced in Elphiniki Hotel (Figure 173).

The commercial activities displayed a wide range. Some shops were established to serve for the ships visiting the bay. In Commune Hotel, which was known to take place among the center-passaged ones, there was a grocery on the right hand side of its entrance from the sea direction (Figure 165), while on the ground floor of Edremit Hotel, similarly, there was a shop selling food at the same direction (Figure 168). As for Kraemer Hotel, its ground floor also comprised a large shop, which encountered the requirements of especially the ships for food and various material (Figure 180). In Epire Hotel, together with the side-passaged one located near the Russian Post Office, they both included shops facing the Birinci Kordon Street (Figures 174, 196). In hotels named Commune, Edremit, Elphiniki, and Londres, the shops were located facing the İkinci Kordon Street (Figure 165, 168, 173, 190), and in Ioannina Hotel, there appeared a storage place at the same direction (Figure 189). On the ground

floors, it also was possible to run into different land-uses. For example, at one side of Epire Hotel facing the İkinci Kordon Street, there was a printing house (Figure 174). Likewise, one part of the ground floor of Grand Huck Hotel was placed the Ottoman Post Office (Figure 175). As for Londres Hotel, it also included a post office on the direction of the Birinci Kordon Street (Figure 190).

* *Passenger Rooms:* According to the evaluation of the obtained information, it can be figured out that the rooms were placed at the upper floors. Since the side facing the street had to be narrow, the number of rooms having the opportunity to benefit from ventilation, illumination or view of the bay etc., were limited in number. It is assumed that some of the rooms were to face the corridors or take their air and light by means of openings. In some cases where the height of the buildings were higher than the adjacent ones, there emerged the opportunity to open up a few windows at the side facades. Such examples could be observed in Grand Huck Hotel, Kraemer Palace Hotel and Londres Hotel (Figures 179, 185, 192). Although there is only insufficient information regarding the interior space organizations, some travelers, who have visited the city at that period and have stayed in the establishments along the coast, indicate that the rooms of the hotels were narrow and uncomfortable (Davis, 1874, p.12; Pınar, 1994, p.87).

° *Structure and Material:* Owing to the fact that there no longer exists passaged hotels in our time, it has consequently not been possible to make an investigation about the structure and materials of the hotels. Nevertheless, it can be assumed that, in accordance with the existing building tradition of the region, they were constructed in a system of masonry or semi-masonry. In photographs of Egypte Hotel and Grand Huck Hotels, the stonework can be conspicuously observed on the masonry of the side facade (Figures 172, 179). The facades were rendered or covered with cut-stone. The buildings had hipped-roofs made up of tile.

° *Facade Pattern:* There are not any photographs for all buildings in our hands. There only are photographs of Commune, Edremit, Egypte, Grand Huck and

Kraemer Palace Hotels (Figures 166-167, 169, 171-172, 176-177, 179, 181-188), all of which constitute examples of center-passaged hotels, and of Londres, Macedoine Hotels and the hotel near the Russian Post Office, as examples for side-passaged hotels (Figures 191-192, 194, 197-200). However, the photographs of Edremit and Macedoine Hotels, are taken together with the neighbouring buildings (Figures 169, 194).

The buildings were generally built in two or three stories and the four-storied ones are very rare in number. While the center-passaged Commune Hotel was a two-storied building (Figure 166), the Edremit Hotel consisted of a mezzanine above the ground floor and an upper floor in addition (Figure 169). The Hotels of Egypte and Grand Huck, were previously two-storied, but with the addition of another story, they became three-storied (Figures 171-172, 176, 179). Similarly, the same also counted for Kraemer Palace Hotel, which, by gaining an additional space of one story, began to serve with its four stories (Figures 185, 188). The side-passaged Londres Hotel, on the other hand, consisted of a ground floor, a mezzanine, additional two floors and a partial floor on the roof flat (Figures 191, 192). As for the hotel near the Russian Post Office, its photographs display first a two-storied building, while in more recent ones, it appears as a three-storied hotel (Figures 197-200). The facades were all designed within the Western effect. In terms of architecture, it is especially possible to trace the impact of Neo-Classism.

At the end of the evaluation of the existing photographs, the main principles in the facade pattern of passaged hotels can be identified as below:

- Emphasis on the passage and connected with this, the central axis becoming more definite in center-passaged hotels,
- Importance put on symmetry,
- Determination of different stories by means of mouldings,
- Maximum extroversion of the ground floor,

- Especially along the central axis, bringing forth the building by console elements, like balconies and oriels,
- With the help of building elements like pediments, pilasters, or portals etc., the usage of embossed figurative ornaments,
- Portal -shaped doors with circular arches and different types of windows, which were rectangular-shaped or had jambs as well as circular or surbased arches,
- Facades ending by a high breastwork wall, a pediment or both.
- The name of the hotel written in big fonts over the parapet, pediment or the balcony or towards the peak of the facade wall.

In center-passaged hotels, while the passage and the central axis were defined by a console, in some, they were emphasized along the different stories by the usage of elements like portals, pilasters, pediments, consoles etc. In a photograph of Egypte Hotel, as the ground floor was partly covered with canvas, the portal defining the passage could only be perceived partially. In photographs of a period when the building was yet two-storied, above the passage was a balcony extending outwards (Figure 171). With the addition of the upper floor, a similar balcony was built, resulting in an increase in the emphasis over the central axis (Figure 172). The same also counts for Edremit Hotel, where even in its distant photographs, the balcony located on the central axis of the upper floor can well be distinguished (Figure 169). In Grand Huck Hotel and Kraemer Palace Hotels, the facade patterns include a rather definite central axis. The central axis of the Grand Huck Hotel was emphasized by a circular arched portal at the passage, by oval-shaped balconies at the first and second floors and by a pediment at the end of the facade wall (Figure 179). In Kraemer Palace Hotel, on the other hand, the passage was entered through a circular arched portal (Figure 188). The pilasters defining the central axis where the portal was located were oriented up along the stories. On each floor, there were balconies above the portal and a pediment at the end of the facade wall.

In side-passaged hotels, since the entrance axis was oriented towards the side, it appeared to be less definite. In the photograph of Londres Hotel, it can be seen that the passage was emphasized by an arched portal (Figure 191).

In examples of center-passaged hotels, symmetry appeared to be a dominant element in facade patterns. In the photographs of side-passaged hotels, on the other hand, although the ground floors cannot be perceived completely, the upper floors were symmetrically organized. As can be observed in the photograph of Londres Hotel, there can also be a deflection in symmetry emerging as a result of the entrance portal being located at one side of the ground floor (Figures 191-192). In hotels named Commune, Edremit, Egypte, Grand Huck Hotel, Kraemer Palace and Londres, the balcony emerged as an outstanding characteristic element (Figures 166, 169, 172, 179, 188, 191). The oriel appearing on the facade, in a period when the Kraemer Palace Hotel had yet three floors, was later replaced by a balcony (Figures 185, 188). On the contrary, in the photograph of the parcel near the Russian Post Office, there first appears a building with a balcony, which was later replaced by an oriel (Figures 197-200). While elements such as dressings, pediments, pilasters or portals can take place in all buildings at different ranges, the facade adornments of the Grand Huck Hotel and Londres Hotels appeared to be much detailed and intense (Figure 177, 191).

The names of the establishments also constitute one of the major factors for a facade. In some cases, the sign of the hotel seemed to take place over the balcony, as in Egypte Hotel (Figure 171). Just as in Grand Huck Hotel or Londres Hotel, the widespread application was that the names were written in large fonts over the parapet (Figures 179, 191). In case there existed an additional story, the names inevitably had to be left in between the two floors. For example, in a photograph of Grand Huck Hotel building, belonging to a period when the hotel was yet named as "Hotel des Deux Auguste", over the balcony of the first floor, the sign with the name "Hotel M. Mille" can be clearly read (Figure 176). As for the printed name "Grand

Hotel Kraemer Palace”, it similarly was left at the second floor, since the third floor of the building was constructed additionally (Figure 188).

4.2.2.2.2 Hotels with Side Entrance

The hotels with side entrance (Figure 201), just as all the passaged hotels, date back to the 19th Century and can be counted among the characteristic hotels of İzmir with their original plan schemes. The architecture of buildings reflect the dominance of the effect of Western culture. Issues considering the urban location, building programme, facade pattern etc. of the hotels with side entrance display similar characteristics to those of the passaged ones. The hotels named Alexandrie (Figures 202-204), Anatolie (Figure 205), Constantinople (Figure 206), Ile Metelin (Figure 207), and Lespos et Kidonie (Figure 208), all belong to such group of hotels.

- *Urban Location and Interior-Exterior Space Relations:* Just like the passaged hotels, the hotels with side entrance were also located on parcels between the Birinci and İkinci Kordon Streets (Figure 201). Thus, they were to benefit from the advantages regarding the view, transportation, security, entertainment and various facilities etc., all of which were elaborately explained in the previous section (please refer to section 4.2.2.2.1.). The parcels which the buildings were settled on, were narrow and long, consistent with the general reconstruction pattern of the region. However, different from the passaged ones, the hotels with side entrance were located on corner parcels, where the two streets parallel to the coast line were intersected perpendicularly by the narrow roads. By such a location, while being adjacent to the neighbouring parcel, they could be facing both the two streets and one road.

An exceptional parcel pattern of hotels with side entrance, can be observed in Ile Metelin Hotel (Figure 207). Although Ile Metelin Hotel was located on a corner parcel, it was constructed within an attached pattern at two directions and the longest side was facing the Birinci Kordon Street.

In such kinds of hotels, the entrance has provided access from the road on the other side. Just as in Alexandrie, Anatolie, Constantinople, Lespos et Kidonie Hotels, the entrance door opened to the hall generally at a point that were to be approximately at the center of the longest side (Figures 202, 205, 206, 208). As for Ile Metelin Hotel, as the shortest side was facing the road, the entrance was situated at the extreme end of that side (Figure 207).

• *Spatial Organization:* The main principle in the design of this type of hotels, was to provide access from the road on the other side and leave the facade facing the streets for other land-uses. The ground floor consisted of places like the entrance hall, café, restaurant, bar, as well as a number of commercial units. The upper floor was connected by stairs, that were opening to the entrance hall. It can be figured out that the rooms and the generally-serving sanitary spaces were located at the upper floor. The units included within a hotel with side entrance, are analyzed below:

◦ *Entrance Hall of the Hotel:* The hall of the hotel, was a space where direct access from the road was provided and where the stairs were to be situated. This space, different from the lobby of our time, was developed more likely as a narrow hall. The stairs, as in hotels named Alexandrie, Anatolie, Ile Metelin, and Lespos et Kidonie, was situated at the end of the hotel hall, as to directly face the entrance door (Figures 202, 205, 207, 208). In Constantinople Hotel, on the other hand, the stairs were at the end of the hall on the side (Figure 206).

◦ *Café, Bar and Restaurants:* Such types of hotels are enriched in terms of spaces like cafés, restaurants, and bars. In hotels Anatolie, Ile Metelin and Lespos et Kidonie, there existed both a café and a bar as well as a restaurant (Figures 205, 207, 208). In hotels Alexandrie and Constantinople, on the other hand, only the café and bar were present (Figures 202, 206). These kinds of spaces were solved as to be connected with both the indoors and the outdoors. The café and bars, with their activities extending outwards to the Birinci Kordon Street by contributing to the active life there, were consequently preferred to be located on the direction facing the sea view.

As for the restaurants, they were to be located on the İkinci Kordon Street, as in Anatolie Hotel or on the side facing the road, as in Lespos et Kidonie Hotel (Figures 205, 208). In Ile Metelin Hotel, as its facade facing seaside was longer than the others, the difference was that the café, restaurant and the bar, all could be facing the Birinci Kordon Street (Figure 207).

◦ *Service Spaces:* In such type of hotels, similar to the passaged ones, it can be identified that the service spaces were left to be limited in area, that there existed no stables, and that the sanitary spaces were solved as general units.

◦ *Commercial Units:* The commercial units take the pattern of small shops oriented outwards. They were located in Alexandrie, Anatolie and Constantinople Hotels at the longest facade on one side of the entrance (Figures 202, 205, 206). In Ile Metelin Hotel, however, there were two additional shops located in between the café and the restaurant (Figure 207). Furthermore in Lespos et Kidonie Hotel, there existed a shop selling food at the facade facing the İkinci Kordon Street (Figure 208).

◦ *Passenger Rooms:* Although the plans of the upper floors are missing, the evaluation of the obtained information gives clues about the location of rooms taking place at the upper floors. In such type of hotels, the difference from the passaged hotels with two narrow facades, was that they were to have three facades, one of which was long enough to open as many windows as possible. Besides facing the view, the windows opening outwards could provide air and light to get in, in other words, increasing the level of comfort conditions. Though, it can still be possible that there could be rooms which had to have a few windows facing the corridor or the openings of the building.

• *Structure and Materials:* Just as in the passaged hotels, an analysis concerning the structure and materials of the hotels with side entrance, cannot be made owing to the fact that they exist none at present time. Nevertheless, it is very likely that, similar to the existing building traditions of the region, the hotels with side entrance

were also constructed in a system of masonry or semi-masonry. In the photograph of Alexandrie Hotel, the building appears to have a hipped-roof made up of tile (Figure 203).

• *Facade Pattern:* Just as the passaged hotels they share the location with, the hotels with side entrance reflect in their facades the impact of the Western culture, and particularly of Neo-Classism. Among such type of hotels, there is a photograph of Alexandrie Hotel (Figures 203-204). Most of the principles defining the facade are observed to be very much similar to those of passaged hotels.

- A symmetrical facade pattern,
- Definition of the different stories by means of mouldings,
- Ground floors designed as extrovertly as possible,
- On the central axis of the facade, the existence of console elements in the form of a balcony,
- Usage of structural elements such as pediments, pilasters, or portals,
- Ending of the facades with a pediment,
- The name of the hotel written in large fonts on the highest floor above the balcony.

Alexandrie Hotel consists of a mezzanine above the ground floor, in addition to two stories above. As a matter of fact, most of the hotels located on the Birinci Kordon Street, of which the photographs could be available, most of them seem to consist of two or three stories. Just as in passaged hotels, symmetry appears as a dominant facade element in Alexandrie Hotel. The shading elements taking place along the facade of the ground floor, indicates that the land-uses of the story were extrovert. The balcony of both stories used as a console element, the pilasters defining the corners and continuing along the different stories, the wide pediment at the end of the facade and the sign written Hotel D'Alexandrie on the balcony of the second floor, all are among the facade elements with which one can get closely acquainted.

4.2.2.2.3 Hotels with Courtyard

The hotels with courtyard (Figure 209) date back to the first quarter of the 20th Century. However, the development of such type of a scheme, refers to the second half of the 19th Century, where the “Early Kemeraltı Hotels”, mentioned as to have the characteristics of both the hotels and the khans, first emerged. The transition period has been elaborately discussed in Section 4.2.2. The hotels with courtyard, accepted to be among the characteristic hotels of İzmir, reflect the effects of the tradition of Ottoman khans. Ekmekçibaşı (Figure 210), Evliyazade (Figure 211), Gaffarzade (Figures 212-214), Güzel İzmir (Figures 215-227), Hadji Ali Pasha (Figures 228-232), Hadji Hasan (Yeni Şükran) (Figures 233-271), Hadji Sadullah (Figures 272-278), Kemahlı (Kemahlı İbrahim Bey) (Figures 279-291), Meserret (Figures 292-304), and Ragıp Pasha (Figures 305-321) Hotels, all belong to this group of hotels.

- *Urban Location and Interior-Exterior Space Relations:* The hotels with courtyard were located at Kemeraltı region constituting the traditional commercial center of the city (Figure 209). Since the period of long range caravan trade, this region sheltered the function of lodging within its boundaries. Consistently, the hotels were mostly situated along the Hükümet Street. Contrary to the Birinci Kordon Street, where the Western culture was to be prevailing, constituting an axis of entertainment and recreation activities of the city, here was a different type of active life caused by the dominance of the traditional commercial activities. For this reason, Kemeraltı meant to be an urban place especially preferred by those merchants of the region who visited İzmir in the Second Period for commercial reasons.

Similar to khans, the hotels with courtyard, also were adapted to the irregular parcels of Kemeraltı. At the center of the city where the land values were fairly high, the buildings were placed as to cover all the parcel area and thus had to be shaped irregularly. The surface of the parcels facing the roads were quite limited in size. Particularly as the parcels of Gaffarzade, Kemahlı (Kemahlı İbrahim Bey) and

Meserret Hotels are circumscribed by various buildings, the facades at the entrance side of the buildings had to be rather narrow. Nevertheless, the inner courtyards could provide a silent and shaded space, which were distant from the activity held on the road and which could increase the surface area of the facades of buildings.

Similar to the khans of the First Period, the access from the road to the courtyard was provided by a short passage. In case it is desired or at nights, undesired access to the passage could be prevented by a door. As for its relations with the actual lodging story, the connection was provided by means of the hall. When compared to the khans, the interior-exterior space relations were functionalized. Besides the main entrances, secondary entrances were also organized for the services to take place. In the early scheme of Ekmekçibaşı Hotel and the plans of Hadji Hasan (Yeni Şükran) and Kemahlı (Kemahlı İbrahim Bey) Hotels, the secondary entrances, which are facing the secondary road and were purposely designed narrower than other entrances, can be clearly identified (Figures 210, 237, 280). The hotels with courtyard differed from the khans in that they were extrovertly designed by means of their variety of spaces serving the different range of hotel customers on one hand, and the city public on the other.

• *Spatial Organization:* The spatial organization of hotels with courtyard, displays in principle an extreme similarity with the khans of the First Period. Such type of hotels were mainly composed of spaces circumscribing the courtyard and of an upper floor developed in relation with these spaces. As can be observed in Gaffarzade, Güzel İzmir, Hadji Hasan (Yeni Şükran), Hadji Sadullah and Meserret Hotels, the widespread implementation referred to two-storied buildings (Figures 212, 217-218, 237, 246, 272, 294, 296). The spatial organizations of Hadji Ali Pasha, Kemahlı (Kemahlı İbrahim Bey) and Ragıp Pasha Hotels, on the other hand, were slightly different from the others. In all three hotels, the plan involves a mezzanine above the ground floor and an additional upper floor above. The mezzanine floor plan of Hadji Ali Pasha Hotel is missing today. The setback story took the form of a mezzanine on the front side and over the right wing and of a galleried story facing the courtyard at

the back wing (Figures 280-281). At the front sections of Ragıp Pasha Hotel, there exists a mezzanine over the ground floor and an additional upper floor. The back sections of the building, however, consists of three stories. In some cases, as can be exemplified in Hadji Hasan (Yeni Şükran), Hadji Sadullah and Ragıp Pasha Hotels, there are a roof flat or only a room at the roof floor each, both to be allocated to services (Figures 257, 273, 312).

The ground and first floors were to function both separately and in relation to each other. On the ground floor, there were spaces like a café, restaurant, stable etc., that could also be used by the hotel customers and other units like shops or storage places together with the entrance hall of the hotel. The courtyard generally provided access to the stairs, leading the way to the upper floor where the passenger rooms were neighbouring the sanitary spaces used by the customers. The circulation scheme of the upper floor though, display certain differences. In Güzel İzmir Hotel, there exists a closed-corridor system, circumscribing the courtyard (Figure 218). It is not the rooms, but the corridor that faces the courtyard. Such a pattern, explains about how the transformation from Yusufoglu Khan into Güzel İzmir Hotel could be realized. The gallery, which was previously framing the courtyard in Yusufoglu Khan, was transformed into a closed corridor as required by being used as a hotel, thus, the rooms formerly facing a semi-open space would then have to be oriented towards a corridor. In Hadji Hasan (Yeni Şükran) Hotel, however, the circulation at the back and right wing of the building, takes the form of a one-way corridor (Figure 246). A part of the left wing includes a corridor at the center and another part shelters a one-way corridor. The left wing and a section at the front, availed some rooms to open to a “sofa”. Such a complex structure of the circulation system, was caused partly by the restrictions of the parcel pattern, and by the fact that the building was subject to different interventions at different times. On the other hand, in Kemahlı (Kemahlı İbrahim Bey) and Meserret Hotels, there existed a system of a corridor at the center (Figures 281, 296). As for Ragıp Pasha Hotel, the circulation system includes a corridor at the center of the front section and another corridor on one side of the back

sections, framing the courtyard (Figure 310). The units included in hotels with courtyards can be identified as follows:

° *Open and Semi-Open Spaces:* Similar to the khans of the First Period, the courtyard, which constitutes an open space, covered an important part of the ground floor. However, different from the First Period when it were subject to a dense use by the caravans arriving at the khan, it inevitably has carried different characteristics. The meaning of a courtyard in hotels refers to a distinguished place where a water element ornamented the space that were to house a café and a restaurant as well as the various shops shaded by porches.

In the early schemes of Ekmekçibaşı and Evliyazade Hotels, both of which are not present today, and of Gaffarzade Hotel, where its interior spaces are currently destructed, the rectangular shape of the courtyard seems to be corrupted by various indentations and projections (Figures 210, 211, 212). As for Güzel İzmir Hotel, it possesses an ideal open space pattern with its square-shaped courtyard framed by porches and ornamented by a water element at the center (Figure 217). In the currently absent Hadji Ali Pasha Hotel, the L-shaped courtyard was accommodated with its narrow parcel (Figure 228). On one side of the L-shaped courtyard, the ground floor spaces were located. The courtyard of Hadji Hasan Hotel (Yeni Şükran), similarly displays an L-shaped plan, but which was deformed by the projections of certain spaces as well as by the occasionally bending walls (Figure 237). Nevertheless, the courtyard is circumscribed by the ground floor spaces in all directions. In the early scheme of Hadji Sadullah Hotel, on the other hand, a narrow and rectangular-shaped courtyard can be perceived (Figure 272). The courtyards of other hotels, took different forms, as in Kemahlı (Kemahlı İbrahim Bey) Hotel it is rectangular, or in Meserret Hotel, it is square-shaped (Figures 280, 294). As for the courtyard of Ragıp Pasha Hotel, in accordance with its parcel, it has taken a slightly trapezoid form (Figure 307). In the early plan of Evliyazade Hotel and in Güzel İzmir, Hadji Hasan (Yeni Şükran), Kemahlı (Kemahlı İbrahim Bey), Meserret, and Ragıp Pasha Hotels,

the attention could be drawn towards the center of the courtyard, where the water element was situated.

The semi-open spaces, namely the porches, were included within various forms on the ground floor. In the early plan of Ekmekçibaşı Hotel, there existed a partial porch (Figure 210). Likewise, in Hadji Hasan (Yeni Şükran) Hotel, the right wing of the building was designed with a partial porch (Figure 237). In Güzel İzmir and Meserret Hotels, the porches circumscribe the courtyard (Figure 217, 294). In the early plans of Hadji Ali Pasha and Hadji Sadullah Hotels, however, the porches were used as a building element that framed the courtyard along the spaces of the ground floor (Figure 228, 272). In the courtyard of Ragıp Pasha Hotel, it also is circumscribed by a porch in three directions (Figure 307). The semi-open spaces could be included in the spatial organization of the upper floors as well. On the other hand, in the mezzanine of Kemahlı (Kemahlı İbrahim Bey) Hotel, there existed a gallery at the right wing of the building (Figure 280).

° Entrance Hall of the Hotel: Unlikely to the past experiences, in this period, most of the hotels included a simple entrance hall in their designs. In general, the entrance hall was a small place opening to the courtyard and consisting of the stairs, a simply-designed reception and a number of seats. The entrance hall in Hadji Hasan Hotel is located following the passage (Figure 237), and in Meserret Hotel, it is straight across the courtyard (Figure 294). In Kemahlı (Kemahlı İbrahim Bey) Hotel, which had a mezzanine over the ground floor, the courtyard welcomed the visitors directly with the stairs and the hall of the hotel was consistently entered through the stair landing (Figure 280). In Ragıp Pasha Hotel, however, under the rising wing of the stairs on the ground floor, an information unit was organized, whereas on the upper floor the stairs was met by a small hall, that was separated from the corridor by a door (Figures 307-308). As for Güzel İzmir Hotel, the range includes a courtyard with the stairs, neighboured by a narrow and long information unit as well as a place for the reception (Figures 217, 227).

° *Café, "Kahve" and Restaurants*: The cafés, which constituted the characteristic element of inner-city hostelry buildings in the Second Period, were also included within the hotels with courtyards. It can be affirmed that naming these places (which were different from the cafés at the passaged hotels and hotels with side entrance) as "*kahve*" or "*kahvehane*" would not be a mistake. While the cafés of the hotels at the Birinci Kordon Street, were occasionally designed together with a bar, where there was a rich menu and where both women and men could share the place, the *kahve*'s of the hotels with courtyard were those places where men would stay there drinking coffee, tea or any other beverages or bubbling their narghiles and where, in the eye of the foreigners, these spaces were conceived as to reflect the authenticity of the East. These *kahve*'s, where the poets, writers, politicians, intellectuals or the foregoing people of the city could gather together, discussing and arguing on various matters, meant to carry an important position in the social and cultural life of the Turkish society. Among the important *kahve*'s of İzmir, were Gaffarzade, Hadji Ali Pasha, Hadji Hasan Pasha, and Ragıp Pasha *kahve*'s (Aksoy, 1986, pp.104, 274-277, and İzmir ve Havalisi Asar-ı Atika Muhipleri Cemiyeti, 1934, pp. 6, 14, 17).

In all the hotels with courtyard of which their plans are known, there was a *kahve*. The *kahve* was located just near the entrance of the courtyard as to be connected with both the indoors and outdoors. The position of *kahve* in planning displayed the same features in the schemes of hotels and early hotels. Contrary to most of the passaged hotels and hotels with side entrance, which included a restaurant in their schemes, in hotels with courtyard, the widespread scheme lacked any restaurant to take place. In the early scheme of Gaffarzade Hotel, a restaurant can be observed exactly near the passage (Figure 212). The Şükran Restaurant ("Şükran Lokantası"), which was located at the ground floor of Hadji Hasan (Yeni Şükran) Hotel and was temporarily moved to Hadji Ali Pasha Hotel, was one of the most popular establishments of the time (İzmir ve Havalisi Asar-ı Atika Muhipleri Cemiyeti, 1934, p.16; Nadir, 1926a, p.34).

° *Service Spaces*: In some hotels with courtyard, there were small stables for sheltering the saddle animals of passengers. Accordingly, in the early schemes of Gaffarzade and Hadji Hasan (Yeni Şükran) Hotels, spaces to be used as stables can be identified (Figures 212, 233). As can be exemplified in Güzel İzmir, Hadji Hasan (Yeni Şükran), Kemahlı (Kemahlı İbrahim Bey), Meserret and Ragıp Pasha Hotels, the sanitary spaces were such generally-benefited uses that were to be situated at one corner (Figures 218, 246, 256, 281, 300, 310). The toilets were two or three in number and were situated in both stories where one was above the other. The bathrooms, which were present in Hadji Hasan (Yeni Şükran) and Meserret Hotels that both served with their original functions until recent times, consisted only of shower and water-heater, and such facilities were subject to an additional payment. It was indicated by the hotel managers that the construction of bathrooms date back to later times. In Hadji Hasan (Yeni Şükran) Hotel, for certain uses such as the laundry room or office units for the working staff, a partial roof flat or a roof terrace were to be organized (Figure 257). Similarly, the upper floor of Meserret Hotel included a laundry terrace (Figure 296). In Ragıp Pasha Hotel, besides availing for climbing up to the roof, the small roof room was also used as a place for services (Figure 310).

° *Commercial Units*: The commercial units, which were located at the ground floor, were composed of small shops and offices that worked independently from the activity of lodging. The access to some of the shops were provided from the exterior and thus had no connection with the courtyard. There still were some others that would open to the courtyard. The shops were identified in some title deed registrations of certain hotels. In the title deed registrations of Evliyazade Hotel, it can be figured out that the hotel included 5 shops and a library in its building. The registrations of Hadji Sadullah Hotel, however, prove that the building consisted of a hotel, a *kahvehane*, and a number of shops. As for the registrations of Meserret Hotel, the statement is “Meserret Hotel having 14 shops and a kahvehane”.

A part of the shops availed for activities that were to encounter the requirements of the hotel customers. For example, a grocery can be observed in the front facade of the

early scheme of Güzel İzmir Hotel, then named as Yusufoğlu Khan (Figure 215). However, the commercial units generally consisted of such activities that had no direct connection could be established with neither the hotels nor their customers. Below the Güzel İzmir Hotel, 12 offices, “*yazıhane*”, took place (Nadir, 1926a, p.35). Likewise, it was admitted that such uses were present below Hadji Hasan (Yeni Şükran) Hotel, as well. For example, the office address of the land broker Cavit, was pointed at “Hadji Hasan Hotel” (İzmir ve Civarı Telefon Türk Anonim Şirketi, 1936, pp.36, 51, 72-73). On the ground floor of Ragıp Pasha Hotel, on the other hand, there was the first Turkish pharmacy, namely the popular Şifa Pharmacy, “*Şifa Eczanesi*”, (Figure 306). The pharmacy which was previously owned by Hüseyin Rıfat Efendi, was later bought by a Greek pharmacist named Moraiti, and then by Eczacıbaşı Süleyman Ferit Bey (Aksoy, 1986, p.103). After even when Ragıp Pasha Hotel lost its original function, Şifa Pharmacy continued for a long time to serve as one of the rooted establishments of Kemeraltı.

° *Passenger Rooms*: The rooms were situated at the upper floor. The room dimensions were purposely kept small and the comfort conditions were rather not considered important. It can be observed that the number of rooms were aimed to be increased considerably. Besides those rooms facing the road or courtyard, there is also evidence that the rooms, which were not related with the exterior facade, were many in number, having windows opening to the corridor. In Güzel İzmir Hotel, it is only possible to open up the windows to the front facade facing the road (Figure 218). The rest of the rooms on three directions have their windows opened up to the corridor facing the courtyard. In Hadji Hasan (Yeni Şükran) Hotel, whereas most of the rooms face the courtyard, some of the rest have their windows opened up to the road and some to the corridor (Figure 246). In Kemahlı (Kemahlı İbrahim Bey) and Meserret Hotels, while among those rooms that were opened to the corridor situated in the central axis, some faced the road and others the courtyard, a lesser number of others had to take their air and light from the corridor (Figures 281, 296). In Ragıp Pasha Hotel, most rooms were facing the road, a limited number facing the courtyard and only a few facing the corridor (Figures 308, 310).

Since the buildings in question are nowadays being used for different purposes, it can be indicated that the original plans were subject to various interventions and that the room divisions have been occasionally modified. Nevertheless, it is possible to be informed by certain resources about the bed and room capacities of hotels with courtyard. It is stated that the establishments would sometimes reduce their capacities due to the single- or double-bed alignments or an emerging requirement to allocate spaces to be generally-used. The capacity of Ekmekçibaşı Hotel was 29 rooms and 55 beds, Evliyazade Hotel 20 rooms and 41 beds and Meserret Hotel 33 rooms and 56 beds. Gaffarzade Hotel, which previously had a capacity of 28 rooms and 35 beds, were subject to a single- and double-bed alignment, resulting in reduction rooms down to 15. Similarly, Hadji Ali Pasha Hotel reduced its rooms from 17 down to 13, and Hadji Hasan (Yeni Şükran) Hotel, reduced its capacity of 49 rooms and 80 beds down to 47 rooms. Güzel İzmir Hotel had 20 rooms, Hadji Sadullah Hotel 22, Kemahlı (Kemahlı İbrahim Bey) Hotel 34 and Ragıp Pasha Hotel 24 rooms (İzmir ve Havalisi Asar-ı Atika Muhipleri Cemiyeti, 1934, pp.14-15; Nadir, 1926a, pp.34-35).

In the dimension and shaping of rooms, no definite standardization was in question. A plan was developed, where maximum number of rooms could be aligned within irregularly shaped parcels and where rooms of different sizes and shapes took place at the same establishment. This can be exemplified by the rooms of different hotels with different measures, such as rooms of 4.15 x 3.00m., 4.75 x 6.64m., 2.35 x 6.56 m. in Güzel İzmir Hotel, of 1.94 x 2.15 m., 2.87 x 4.27m., 3.25 x 4.05m. in Hadji Hasan (Yeni Şükran) Hotel, and of 2.80 x 3.05m., 3.08 x 3.00m., and 3.16 x 3.12 m. in Meserret Hotel. Particularly, the differences between the room dimensions of Güzel İzmir Hotel and Hadji Hasan (Yeni Şükran) Hotel, can be conspicuous (Figure 218, 246). As for Kemahlı (Kemahlı İbrahim Bey), Meserret and Ragıp Pasha Hotels, the axes of rooms were better organized (Figures 281, 296, 310). Owing to the obligation of being coincided with the shape of the parcels, the rooms of especially the side and back facades had to have amorphous walls. Such a situation can be more definitely exemplified in the rooms of Kemahlı (Kemahlı İbrahim Bey) Hotel on the wing of one

side and in several rooms of Meserret Hotel on the left wing of the building (Figure 281, 296).

The rooms did not include any fixed furniture in the contemporary sense. The rooms lacked any facilities such as a bathroom, toilet, or any wardrobe etc. Along the corridors of the still existing establishment, namely Hadji Hasan (Yeni Şükran) Hotel, which continues to function as a hotel, it is possible to run into the original couches or consoles etc. of the building (Figures 250-251).

- *Structure and Materials:* The buildings were constructed in masonry or semi-masonry system. The elements of the structural system include the walls, the columns of the porches and galleries in Güzel İzmir, Hadji Hasan (Yeni Şükran), Kemahlı (Kemahlı İbrahim Bey), Meserret and Ragıp Pasha Hotels. In time, the columns were studded with pedestals, head pieces and grooves. As in the porches of Güzel İzmir Hotel and the upper floor “sofa” of Hadji Hasan (Yeni Şükran) Hotel, the structural system elements include cast-iron columns as well (Figures 226, 254, 255).

The fact that the walls are rendered or floated with various materials, cause difficulties in structural analysis to be made. It is possible to observe the worn-out rendering on the walls of Hadji Sadullah Hotel or the stone-work of the walls on the front facade of Kemahlı (Kemahlı İbrahim Bey) Hotel (Figures 277, 282). As can be exemplified in Gaffarzade, Hadji Hasan (Yeni Şükran), Meserret, and Ragıp Pasha Hotels, the widespread applications for the facades were brick facing, cut-stone facing or facing by grouting the coat (Figures 213, 259, 297, 313). The tile roofs were hipped. In Güzel İzmir, Hadji Hasan (Yeni Şükran), and Meserret Hotels, the used facing material are mosaic tile in courtyards, oil-cloth in rooms, terrazzo and crockery in sanitary spaces (Figure 239).

- *Facade Pattern:* In hotels with courtyard, apart from the limited number of facades facing the road, those facing the courtyards also have evolved. The generally

narrow entrance facades were organized and emphasized according to the below principles:

- The given importance to symmetry,
- The entrance of the courtyard emphasized by a portal or an arch,
- Separation of different stories by a moulding,
- The characteristic usage of the balcony and rarely the oriel as a console element,
- Especially in the upper storey facades, the pattern of brick or cut-stone,
- Wide arched spacings on the ground stories; narrower and rectangular jambed, circular or depressed arched windows on the upper stories,
- Structure elements such as ferforge, pilasters, or relieves,
- Endings of the buildings by a pediment or a thick moulding between the wall and the eaves overhang.

The symmetry, which was considered very important, can be specifically examined on the front facade of Güzel İzmir Hotel (Figures 220, 222). The facade was divided into four equivalent axes by the help of pilasters. Similar to the two balconies on the central axes, all spacings replicated one another. As can be figured out from an old photograph, the upper floor facade of Hadji Ali Pasha is symmetrically designed with a balcony in the middle, three adjacent arched doors opened to that balcony and two other balconies and arched doors on both sides (Figure 229). In Hadji Hasan (Yeni Şükran) Hotel, the symmetry of the upper floor, which consists of triple-doors in the middle and two windows on both sides, has been deformed by the entrance portal situated closer to one side (Figures 258, 262). As for the original upper floor facade of Hadji Sadullah Hotel, however, a balcony with a door opening defined the central axis and both sides were emphasized by two arched windows (Figures 274, 275). The left wing of the building has currently been subject to spatial interventions and therefore has lost its originality as well as the geometry of its facades. On the narrower facade of Kemahlı (Kemahlı İbrahim Bey) Hotel, a pattern with the pilasters of the upper floor corners and one wide and triple narrow windows on both sides, constitutes the symmetry of the facade (Figures 280, 282). Likewise, the narrow

facade of Meserret Hotel was also organized symmetrically (Figures 294, 297). On the ground floor, there are two wide spacings in the middle, neighboured by narrow and arched spacings on both sides and on the upper floor, a balcony, that is accessed through an arched door in the middle, takes place with double arched windows again on both sides. On the other hand, Ragıp Pasha Hotel, which had a much longer facade, displays an absolute symmetrical facade pattern (Figures 307, 313). The ground floor was divided into five axes, with the narrowest one in the middle. Other axes on the sides are equivalent in their measures. As for the upper floor, on both sides of the oriel in the middle, there are four windows on each side.

The entrance constitutes an important element for the hotels with courtyard as well. The courtyard entrance of Hadji Hasan (Yeni Şükran) Hotel, was defined by a circular arched portal situated on the right hand side (Figure 263). Adjacent to the portal, a small fountain took place (Figure 262). In Kemahlı (Kemahlı İbrahim Bey) Hotel, however, the entrance was emphasized by the whole facade (Figure 291). In the building circumscribed by shops, the passage, which gave way to the courtyard, seems to be projecting ahead on both floors. On the ground floor, there is a rather wide single arch defining the passage. In Meserret Hotel, the passage which provided access to the courtyard, was divided into four axes with two pilaster at the corners and three columns in the middle (Figure 294). The axes are further defined by four spacings of which the two in the middle are wider than the others. In Ragıp Pasha Hotel, the entrance is emphasized by a narrow spacing situated exactly at the center of the facade and on the upper floor, by an oriel (Figure 307).

The consoles were generally located at the center of the upper floor as to take place above the entrance. By this way, they also aided in emphasizing the entrance. Just as in the passaged hotels and hotels with side entrance, the balcony was accepted as a characteristic element in hotels with courtyard, too. The balconies that were supported by props, had balustrades made up of ferforge. The props in Hadji Hasan (Yeni Şükran), Hadji Sadullah and Kemahlı (Kemahlı İbrahim Bey) Hotels, are made up of ferforge (Figures 259, 276, 291), and in Güzel İzmir and Meserret Hotels of

masonry (Figures 221, 304). At the center of the upper floor facade of Güzel İzmir Hotel, there are two balconies standing next to each other (Figures 222-224). In Hadji Ali Pasha Hotel, three balconies, with the wider one in the middle, are used as a console element. In Hadji Hasan (Yeni Şükran) and Kemahlı (Kemahlı İbrahim Bey) Hotels, the balcony goes along the entrance facade (Figure 260, 291). As for in Hadji Sadullah and Meserret Hotels, small balconies take place at the center of the front facade (Figures 275, 297). Different from other buildings, the upper floor facade of Ragıp Pasha Hotel includes an oriel at the center (Figure 320). The oriel with three spacings was studded with timber columns, embossment and eaves overhang made of carved timber.

As can be exemplified in Hadji Ali Pasha, Hadji Hasan (Yeni Şükran), Kemahlı (Kemahlı İbrahim Bey), and Meserret Hotels, double, triple or quadrate window and door compositions formed by attached and circular arched spacings, attract attention as a characteristic facade element (Figures 229, 258, 291, 294). In Güzel İzmir and Ragıp Pasha Hotels, the windows are rectangular shaped (Figures 225, 321), while in Hadji Sadullah Hotel, there are surbased arched windows (Figure 278).

Just as in other hotel types, the entrance facades were also ended by an emphasizing element. In Güzel İzmir Hotel, at the ends of the facade wall, there are mouldings placed above a thick parapet (Figures 222, 225). The parapet wall, is divided into four separate pieces by relieves which seem to continue the thick pilasters that distinguish the four different axes of the facade. The five vase figures standing above the parapet wall are correspondingly situated as to fit in the axis of the relieves. In Hadji Ali Pasha, Hadji Hasan (Yeni Şükran), Hadji Sadullah, and Ragıp Pasha Hotels, between the eaves overhang, which was kept considerably short, and the facade wall, moulding was used (Figure 229, 258, 276, 321). As for Kemahlı (Kemahlı İbrahim Bey) and Meserret Hotels, the entrance facades end with pediments only. In Kemahlı (Kemahlı İbrahim Bey) Hotel, the pediments seem to be a part of the wall and include an epitaph in the middle (Figure 291). In Meserret Hotel, there is a meandering pediment along the facade (Figure 304). The pediment is divided into

three pieces, and on the one piece that rose higher than the other pieces, there is a moon-star figure accompanied by an epitaph.

The facades facing the side roads were less cared in design. It can be observed that the same type of windows were used as those on the front facades and the mouldings were continued on the side facades as well (Figures 264, 277, 281, 298).

In such type of hotels, the difference from the other types is that the total surface area on the facades were covered mostly by the courtyard facades. Although the courtyard facades possessed similarities with the front facades in terms of their window spacings or facings etc., they carried different characteristics related with interior spaces. The characteristics of the courtyard facades can be determined as follows:

- The usage of a rhythmic and generally symmetrical pattern on the facades,
- Definition of the stories by mouldings,
- The existence of columns which carried the porches,
- The usage of rectangular jambed or circular arched windows and rectangular jambed doors,
- Endings of the facades by mouldings or emphasized eaves.

The courtyard facades included plenty of doors and windows and the spacings were situated within a definite order. In the courtyard of Güzel İzmir Hotel, the columns bearing the porches constitute an important element on the facade (Figures 226-227). A pattern of spacings comprise a door and a rectangular window at the ground floor and two adjacent circular arched windows at the upper floor. A similar pattern counts also for Hadji Hasan (Yeni Şükran) Hotel (Figures 258, 266-271). The axes created by the columns carrying the porches at one side of the courtyard, are completed by double compositions of windows at the upper floor. At the upper floor, the brick texture is conspicuous as constituting a characteristic regarding the hotel buildings of this period. The other part of the building that was constructed at a different period on the other hand, although a similar type of window and wall texture

were used, the style was much different. The courtyard facade of Kemahlı (Kemahlı İbrahim Bey) Hotel, however, consists of columns bearing a partial gallery as well as rectangular shaped windows (Figures 281, 283). Along the facade wall of the upper floor, which extended as a console towards the courtyard, there existed ornaments made of timber carvings. As for the courtyard facade of Meserret Hotel, the characteristic elements consisted of columns on the ground floor at the entrance direction, rectangular jambed windows at the upper floors, and timber work on the base of the first floor and along the eaves overhang (Figures 295-296). The courtyard facades of Ragıp Pasha Hotel, similarly repeated the rectangular jambed windows (Figures 308, 310, 314).

In Güzel İzmir, Hadji Hasan (Yeni Şükran), Meserret and Ragıp Pasha Hotels, while, there were mouldings between the facade wall and the eaves overhang (Figures 226, 266, 296, 314), in Kemahlı (Kemahlı İbrahim Bey) Hotel, a different detail could be observed (Figure 283). The eaves overhang, as ornamented with timber carvings, was carried by the props.

4.2.2.2.4 Hotels Converted From Houses into Hotels

This group of hotels were established by the conversion of large houses into hotels. They date back to a period when the concept of “hotel” was entirely adopted in the city of İzmir and when the demand for hotels increased in the first quarter of the 20th Century. Although these buildings were actually not constructed for lodging purposes, since they have been used as hotels for years, they inevitably have to be considered as important examples for the development process of the inner-city hostelry buildings of İzmir. Certain informations related to the historical events they have witnessed or the guests they have welcomed etc., increase the importance they carry. Among the examples, Büyük Abdülkadir Pasha, Naim Palace (Figures 322-329), Sadık Bey (Yeni Sadık Bey) (Figures 330-337); and Zevk-i Selim Hotels can be counted.

The implementations related to the conversion of houses into hotels were benefited in the coming years as well. An interesting example belongs to the “Road of Hotels” (1296th Road, the Old Dibek Road), where the historical houses are currently used as hotels. It is claimed that the development of the road as the “Road of Hotels” was initiated by the establishment of Sadık Bey (Yeni Sadık Bey) Hotel.

• *Urban Location and Interior-Exterior Space Relations:* In various districts of the city as the Birinci Kordon Street, Kemeraltı and Basmahane, it could be observed that such implementations took place. In Kemeraltı, Büyük Abdülkadir Pasha and Zevk-i Selim Hotels, were not successful enough to reach the current day. On the other hand, while Naim Palace Hotel on Birinci Kordon Street and Sadık Bey (Yeni Sadık Bey) Hotel at Basmahane, display different plan schemes, they share the characteristics in terms of their interior-exterior space relations. The access from the road is first met with an entrance “sofa” of the house, namely the hall of the hotel. In Naim Palace Hotel, there exists a small but windy space between the lobby and the entrance door arrived through the stairs. Furthermore, the backyard is connected with the road as well (Figures 323, 328). The Sadık Bey (Yeni Sadık Bey) Hotel, similarly, has two separate entrances (Figures 331, 333). The entrance from the 1296th Road to the building previously used as a house, can provide access to the entrance hall of the building. On the side facing the Basmahane Square, an additional building of modern style was built and the second entrance was provided at this point. As soon as one got into this section, the stairs is to be met first.

• *Spatial Organization:* As the buildings used as houses were transformed into hotels, their plan schemes were intervened at a minimum level. In addition, since every house was to be constructed according to the factors related to its location and cultural characteristics, it is relevant for the plan schemes to be designed differently. The scheme used both in Naim Palace Hotel and the old section of Sadık Bey (Yeni Sadık Bey) Hotel, consist of rooms being opened to a sofa at the center (Figure 323). In the newer section of Sadık Bey (Yeni Sadık Bey) Hotel, on the other hand, there exist spacious units on the ground floor and rooms lined up along a corridor at the

upper floor (Figure 336). It can be stated that during the process of transformation from houses into hotels, there were common principles taken into consideration.

° *Open and Semi-Open Spaces:* As the houses were planned including a small backyard, such open spaces were benefited also after the functional change into hotels. In Naim Palace Hotel, the back courtyard is circumscribed by porches carried by columns at three directions (Figures 324-325). As for the Sadık Bey (Yeni Sadık Bey) Hotel, it can be figured out that a part of the courtyard was allocated to the enlargement of the building. At present, the hotel possesses only a small open place.

° *The Entrance Hall of the Hotel:* As can be exemplified both in Naim Palace and Sadık Bey (Yeni Sadık Bey) Hotels, the entrance hall was a spacious place where the reception took place and where all rooms were opened to. The existence of the previous “sofa” of the house into being used as an entrance hall, has necessitated such a conversion. On the contrary, the period has witnessed a design experience where the lobby spaces were to be kept at minimum measures in buildings then constructed as hotels. The Sadık Bey (Yeni Sadık Bey) Hotel, on the other hand, includes two lobbies, with one on the direction of 1296th Road on the ground floor. Here is the entrance “sofa” of the old house. The actual entrance hall is located at the first floor of the newer building and access to this entrance is provided by stairs on Basmahane direction (Figures 334-335).

Another characteristic of the hotels of this period, was that the vertical circulation was generally provided by narrow stairs as if originating from the walls. Furthermore, as can be exemplified in Naim Palace Hotel, those buildings which were converted from houses into hotels, benefited from wide and elaborately designed stairs opening to the entrance “sofa” (Figure 326). Similarly, in the later constructed section of the Sadık Bey (Yeni Sadık Bey) Hotel, there was a wide and open stairs constructed (Figure 334).

Cafés and Restaurants: Although the cafés were characteristically located at the ground floors of the buildings constructed as hotels, such type of units were to be occasionally absent in converted hotels since the spatial availability was restricted. Until recent times, there was a restaurant in service of the public with access provided from the street, located under the newly-built section of Sadık Bey (Yeni Sadık Bey) Hotel. As for Naim Palace Hotel, there existed a dining hall, which had no connections with the exterior spaces.

° *Service Spaces:* In the annex or the roof flat of the building, there could be a laundry room established. The sanitary spaces were allocated to general uses. On different stories, there were generally-used toilets and a few showers.

° *Commercial Units:* While on the ground floor of those buildings planned as hotels were commercial units located, in others converted from houses into hotels, such a use was not common. The existing plan of the house constituted a restrictive factor. In Sadık Bey (Yeni Sadık Bey) Hotel, however, it can be observed that there are shops located under the newly-built section of the hotel (Figure 330).

° *Passenger Rooms:* As the existing spaces of the house were converted into passenger rooms, it is possible to meet rooms of different qualities. In order to benefit from a profitable establishment, the number of beds in a room could be occasionally increased (Figure 337).

° *Structure and Materials:* Such type of buildings were generally constructed in semi-masonry. The roofs were hipped and made up of tile.

° *Facade Pattern:* In those houses converted into hotels, the original facade has not been subject to a considerable intervention. Each building has its own facade characteristics. Naim Palace Hotel, carries Neo-Classic impacts in terms of its symmetrical pattern, entrance in the shape of a portal, its mouldings and pilasters (Figure 328). The old section of Yeni Sadık Bey Hotel, is a traditional building with its

oriel and eaves of the original facade (Figure 332). As for the newer section, it was constructed in modern architectural style with its horizontal axes, balconies and wide windows (Figure 330).

4.2.2.2.5 Hotels with Different Plan Schemes

Hotels, which were designed differently from the widespread plan schemes, belong to this group. Although each hotel possessed a distinguished architectural design of its own, among these hotels, some resemble others in terms of their location, some in terms of the architectural style they were affected from, and some in terms of matters related to the programme and spatial layout. Furthermore, the understanding of that time regarding hotels, has also been effective in the shaping of these buildings according to certain common principles. In this sense, it can be appropriate to analyze the hotels of the 19th and 20th Century in two subgroups:

- Hotels with different plan schemes of the 19th Century; hotels named *Astre d'Anatolie* (Figure 338), *Concorde* (Figure 339), *Leonidas* (Figure 340), and *Ville Hotel* (Figures 341-343).
- Hotels with different plan schemes of the 20th Century; hotels named *Ankara Palace* (Figures 344-347), *Aydın-Kasaba (Huzur)* (Figures 348-358), *Bahçeli* (Figures 359-371), *Ege Palace* (Figure 372), and *İzmir Palace Hotel* (Figures 373-375).

• *Hotels with Different Plan Schemes of the 19th Century:*

In the 19th Century, during which characteristic type of hotels were developed, hotels named *Astre d'Anatolie*, *Concorde*, *Leonidas* and *Ville Hotel*, all of which had different plan schemes, are not enlightening enough to inform about the architectural style of hostelry buildings. In addition to the absence of photographs of these buildings, the detailed plans also are missing. In this period, the actual information concerning the hostelry architecture reflecting the Western culture, depends on passaged hotels and hotels with side entrance. However, when an assessment related to particular information such as the location, the building programme, and the named

of establishments etc., together with the conditions of the specific period is to be made, it emerges as a fact that the hotels were shaped in accordance with the impact of the Western culture.

° Urban Location and Interior-Exterior Space Relations: *Astre d'Anatolie* Hotel was located on Osmaniye Street, *Concorde* Hotel on Birinci Kordon Street, *Leonidas* Hotel on İngiliz Iskelesi Road, and finally *Ville* Hotel on İkinci Kordon Street. Similar to the hotels of the 19th Century, these establishments were also located within a region where a Western type of living took hold. They have been shaped according to the dense, narrow and attached pattern of parcels. The hotels *Astre d'Anatolie* and *Concorde* Hotel, both had to face the street on one direction, since they were attached in other three directions (Figures 338-339). As for *Leonidas* Hotel, which was located on a corner parcel, it was attached to other buildings at two directions (Figure 340). *Ville* Hotel, which had a similar parcel design attached at three directions, could have two facades because the adjacent parcel on the sea direction included a garden theater (Figure 341). The parcel of *Ville* Hotel was wider than other parcels.

It can be figured out that the entrances to these hotels were provided directly from the road to the entrance hall of the hotel. In *Concorde* Hotel, the entrance provided access from the sea direction, in the central axis of a rather long facade (Figure 339). In *Ville* Hotel, on the other hand, the entrance was located at the corner of the facade facing the İkinci Kordon Street (Figure 341).

° Spatial Organization: Although the hotels *Astre d'Anatolie*, *Concorde*, *Leonidas* and *Ville* Hotel take place in the 1905 Insurance map, the spatial layout of their plans were not indicated in detail. Among these hotels, *Astre d'Anatolie* Hotel had a rectangular plan scheme with an entrance from the Osmaniye Street, and consisted of a hall, restaurant and a bar on its ground floor (Figure 338). The plan scheme of *Concorde* Hotel, on the other hand, was more detailed (Figure 339). Along its central axis, there were an entrance hall, which was rather a narrow space, a café, located adjacent to the hall at one side, and finally a shop situated at the other side. At the left

hand side of the ground floor, a second café, and at the right hand side, other shops were to be conspicuous. On the ground floor of Leonidas Hotel, which likewise had a rectangular plan scheme, although a rather spacious place together with two smaller units can be figured out, the functions they held cannot be determined (Figure 340). The plan of Ville Hotel, however, gives evidence about the entrance hall of the hotel and Café Loucas, to be located both at the ground floor (Figure 341). In addition to this, the garden theater, which was situated within the parcel that was neighbouring that of Ville Hotel on the sea direction, was accordingly named Theatre Loucas.

• *Hotels with Different Plan Schemes of 20th Century:*

The hotels named Ankara Palace, Aydın-Kasaba (Huzur), Bahçeli, Ege Palace, and İzmir Palace Hotel, all date back to a period encompassing the first quarter of the 20th Century and even beyond. These buildings with plans that were shaped differently from the characteristic type of hotels, displayed interesting features in terms of embodying the understanding of hotels towards the end of the Second Period as well as the developments concerning those hotels which were managed by the Turks. Furthermore, it is also possible to monitor the developments regarding the architectural aesthetics and structural improvements of the Early Republican Period together with the reflections of modern architecture and the National Architectural trends.

◦ *Urban Location and Interior-Exterior Space Relations:* This group of hotels were located along the main streets and squares of the city. Ankara Palace Hotel was located at Kemeraltı towards its entrance from Konak Square, Aydın-Kasaba (Huzur) Hotel on Fevzi Pasha Boulevard, Bahçeli Hotel on Gaziler Street, and Ege Palace and İzmir Palace Hotels on the Birinci Kordon Street.

When compared to other type of hotels, it can be stated that they were situated within wider parcels. Ankara Palace Hotel, accordingly is located on a one-way attached parcel, and was formerly facing the Konak Square, Hükümet Street and Göztepe Tramvay Street. Aydın-Kasaba (Huzur) Hotel, is situated on a corner parcel,

attached at both sides. Bahçeli Hotel, was likewise attached at the side facades and faced the street at the front, and the courtyard at the back. İzmir Palace and Ege Palace Hotels, were also observed to be located on corner parcels. In such group of hotels, the relations between the interior and exterior spaces were provided by direct access from the street towards the hall of the hotel.

° *Spatial Organization:* Despite the fact the plan schemes of Ankara Palace, Aydın-Kasaba (Huzur), Bahçeli, Ege Palace and İzmir Palace Hotels were different from each other, due to the hotel understanding of the period, there still were certain similarities related to their spatial organizations. Even at the end of the Second Period, it can be observed that the ground and first floor plans were not designed within unity. On the ground floor, there were an entrance hall, which provided for the connections with the upper floor, places such as a café and a pastry shop, serving for the customers of the hotel as well as the public, and commercial units, which had no direct relation with the lodging activity. Owing to the commercial value of the ground floor, units such as the shops, storage places, and ateliers, all could last long placed under these hotels. The ground floor spaces, were thus, organized as to receive direct access from the road. Accordingly, the entrance hall of the hotel, was directly entered from the road and the stairs furthered the access up to the first floor. On the upper floors, there were the rooms and sanitary spaces.

When compared to two-storied hotels with courtyard, a rise in the number of stories can be observed. While Aydın-Kasaba (Huzur) Hotel is a two-storied building, Ankara Palace Hotel consists of an old section, which has two stories and a new section with three stories (Figures 346, 347, 357). Similarly, Ege Palace Hotel had three-stories, and İzmir Palace Hotel two-stories in addition to the mezzanine above the ground floor (Figures 372-373).

Although the plan scheme of each hotel is to be consistent with the above-stated principles, they displayed different features within themselves. Ankara Palace Hotel, currently consists of two sections with one built in the past within the traditional style

and the other section built later within a new style of modern architecture (Figures 344-347). It is a known fact that the building has been subject to several changes in its history. In the establishment, which was previously called as Askeri Hotel (Military Hotel), there were the 1st and the 2nd class sections (Nadir, 1926a, p.95). However, the plans specific to this period are currently missing. Following this period, Ankara Palace Hotel began functioning with its 19 rooms and in time, it was enlarged to take the form it has today. On the ground floor, there were the entrance hall, a place which was first named as “Military Reading Place, “*Askeri Kiraathane*”, and then as “Ankara Palace Pastry Shop”, and a number of shops. The upper floor consists of rooms along a corridor and the sanitary spaces. The ground floor plan of Aydın-Kasaba Hotel, on the other hand, displays a different characteristic (Figure 348). The entrance of the hotel is located at the corner of the facade facing the street and the rest of the places consist of commercial units. While this section of the ground floor was organized as a passage in the past, at present, the commercial units have been converted into stores. The upper floor is composed of rooms opening to a rather wide central hall. In Bahçeli Hotel, at the right hand side of the ground floor there existed the entrance of the hotel, and at the left hand side an atelier (Figure 359a). The rooms of the first floor were opened to an U-shaped corridor and those of the second floor to an L-shaped corridor (Figures 359b, 360).

Some common developments can also be traced in terms of the units included within these hotels, which have a younger history than other types of hotels.

° *The Entrance Hall of the Hotel:* In these hotels, the difference from other types is that the entrance hall was kept much wider. The entrance hall of Ankara Palace Hotel is located at the new section built facing the Konak Square. Wide stairs are opened to this hall where the reception and sitting places were situated. As for Aydın-Kasaba (Huzur) Hotel, a different alignment is to be in question. The direct access from the street reaches a small hall where an information unit takes place and continues along with the stairs going upwards through the walls (Figures 349-350). The actual lobby space is located at the upper floor. In Bahçeli Hotel, however, the

entrance hall was a place at the right hand side of the ground floor, which extended from the street to the courtyard (Figure 359). The stairs were placed at one side of the hall.

°Cafés, Bars and Restaurants: Such type of units, especially the cafés, constituted the important places related with hotels at the end of the Second Period as well. Characteristically, the cafés were located near the entrance of the front facade, providing for a direct connection with the exterior space. During the periods when Ankara Palace Hotel was yet called “Askeri Hotel” (Military Hotel), there was “Askeri Kırathane” (Military Kahve and Reading Place) on the ground floor. Askeri Kırathane, was more like a center where the intellectual milieu of İzmir were gathered. In later periods, the well-known Ankara Pastry Shop served at the same place, gathering the litterateurs, journalists and intellectuals there (Aksoy, 1986, pp.265-266,273; Nadir, 1926a, p.35; Yücebaş, 1984, p.193). On the other hand, besides its café and restaurant, İzmir Palace Hotel included a place for dancing as well. The terrace of the cafeteria, which was faced towards the sea, was separated from the road by a banister (Figure 373). As for the dancing place located at the lower floor of the hotel, the dancing activity was to take place there on Fridays and Sundays (İzmir ve Havalisi, Asar-ı Atika Muhipleri Cemiyeti, 1934, pp.16-20).

° Service Spaces: In this type of hotels, there existed only limited space allocated to service places. The small storage places, where various furniture or equipment of the hotel were kept, were located at different stories or at the roof floor. The roof floor of Ankara Palace Hotel includes the laundry room and a place to be used by the working staff. On the roof floor of Aydın-Kasaba (Huzur) Hotel, a small room was designed for service purposes as well as availing for access to the roof. The wide terrace at the second floor of Bahçeli Hotel, however, was used as a laundry terrace (Figure 360). In all of these hotels, the sanitary spaces, which were be generally benefited, were located at one end of the halls or corridors. Accordingly, each floor consisted of two or three toilets and a bathroom.

° *Commercial Units*: On the ground floors of the hotels, there were units such as a shop, an office or an atelier. Such spaces were usually in direct connection with the road. Consistently, there are shops under both the old and new sections of Ankara Palace Hotel (Figures 346-347). On the other hand, some of the shops on the ground floor of Aydın-Kasaba (Huzur) Hotel are opened to the road, and others to the passage (Figure 348). As for Bahçeli Hotel, an atelier, which previously functioned as a factory of fizzy lemonade until recently, took place on its ground floor (Figure 359).

° *Passenger Rooms*: The passenger rooms were located at the upper floors. It is indicated that in such type of hotels, those rooms which were facing the road or the street through their windows, were rather wide in dimension. Other type of rooms, which received air and light from a corridor or an opening, were quite rarely met. The rooms were generally designed for two or three people (Figure 352).

The capacity of bed and rooms, in these hotels, was not high in quantity. In a period during which Ankara Palace Hotel was known as “Askeri Hotel”, it sheltered 21 rooms and 37 beds in the 1st Class Section and 15 rooms and 15 beds in the 2nd Class Section (Nadir, 1926a, p.35). As in a following period after becoming Ankara Palace Hotel, it held a capacity of 19 rooms (İzmir ve Havalisi, Asar-ı Atika Muhipleri Cemiyeti, 1934, p.13). Later, the hotel was enlarged as to consist of 57 rooms within a capacity of 92 beds. In Aydın-Kasaba (Huzur) Hotel, there were 14 rooms, while in Bahçeli Hotel, 10 rooms including a suite took place on the first floor, and 12 rooms on the second floor. As for İzmir Palace Hotel, it consisted of 26 rooms (İzmir ve Havalisi, Asar-ı Atika Muhipleri Cemiyeti, 1934, p.13).

The dimensions of the rooms were distinguished even within the same establishment. This can be exemplified by the dimensions of 1.80 x 3.51 m., 2.90 x 5.00 m. in Aydın-Kasaba (Huzur) Hotel or 4.00 x 4.10 m., 2.50 x 3.25, 3.70 x 3.15 m. in Bahçeli Hotel.

° *Structure and Materials:* In result of an analysis concerning the samples of hotels which have managed to be still present today, it can be stated that the buildings were constructed by a technique of reinforced concrete or solid block masonry. It is possible to observe the system of column-beam in the new section of Ankara Palace Hotel or in Bahçeli Hotel. The roofs were hipped, made up of tile.

° *Facade Organization:* Besides the fact that there existed different organizations related to the facades of hotels, some issues, which were also valid for other types of hotels, were to be put forward as the determining features of the facades. Among these, is the emphasis given to the entrance as well as the axis of entrance. Another feature was the balconies benefited to be used as console elements. The balconies covered a considerable amount of area within the facades and extended along as far as the facades went. Depending on the developments regarding the structural systems, it was possible to allocate larger amounts of spacings to the facades.

The old section of Ankara Palace Hotel, displays the characteristics of a typical Kemeraltı Hotel with its wide spacings on the ground floor, and on the upper floor, its symmetrically designed and depressed arched windows, two balconies with ferforge balustrades covering the center of the facade, mouldings between the two stories and its pediment that went along the facade (Figure 347). As for the new section facing the Konak Square, it was built within the style of modern architecture (Figure 346). The entrance and the axis of entrance are set back and the facade is defined by wide windows at the upper floor. Horizontal lines are prevailing on the facade. Different from the console balconies of the past, there exists a set-back balcony on the upper floor. The dimensions of the windows are kept wide. Any sort of ornaments are avoided on the facade.

On the other hand, in Aydın-Kasaba (Huzur) Hotel, although some principles of Kemeraltı hotels related with the facade organizations have been adopted, the differentiation in style becomes definite (Figures 356-358). The range of spacings of the facades are increased. Between the thick columns of the ground floor, it is entirely

covered with glass. The entrance of the hotel is defined by a narrow spacing at the corner. The facade is organized symmetrically and, similar to other type of hotels, the central axis is emphasized by a balcony with ferforge balustrades and a pediment above. Furthermore, the two wings near the central axis are also aligned symmetrically. Bearing resemblance to the characteristic Kemeraltı hotels, the building attracts attention with its cut-stone facade texture on the ground floor and a brick texture on the upper floor.

Bahçeli Hotel, however, was shaped according to the 1st National Architectural Trend (Figures 361-362). The facade was divided into three with a wide console and two towers at both sides and was consistently designed within a symmetrical order. Along the console, it received attention with its balconies, column capitals, pointed arches, and ornamented balustrades. As for the towers at the corners, they were defined by portal-shaped doors on the ground floor and blind arched windows at the upper floor and the alignment was studded with vegetable motives above the parapet. Ege Palace Hotel, on the other hand, it reflected the architecture of the Early Republican Period (Figure 372). As it has emerged as a characteristic for the buildings of this period, the corner was bevelled to obtain a narrower facade and in addition to this, the corner wall was kept higher as to give the impression of a tower. The depressed arched spacings, balconies, ornamented balustrades, thick props and the vegetable motives of the facade, all were among the characteristics of the facade. İzmir Palace Hotel, also was a corner building (Figure 373). The spacing situated at the center of the L-shaped section has later been closed by a single-storied corner space. The wide consoles supported by props, balconies with ferforge balustrades and cut-stone coverings, all could be conspicuously observed.

4.2.2.2.6 Hotels with Unknown Typology

Those hotels, of which their typologies cannot be identified but which are mentioned in various references, all belong to this group. The obtained information encompass the location of where these buildings took place, the related periods, bed

capacities, lodging prizes, managers of hotels, the facilities offered, the included units as well as photographs of some hotels. Nevertheless, such a set of informations are not enough to make out a typological identification of the buildings. Thus, these hotels can be further divided into two different subgroups:

- Hotels with unknown typology of the 19th Century / Hotels named Europe, Great Smyrna, Mille, Orient, and Royal Navy Hotel.

- Hotels with unknown typology of the 20th Century / Hotels named Anadolu, Asya (Birinci Kordon Street), Asya (Kemeraltı), Ardahan, Balıkesir, Central (Merkez) (Figure 376), Cihan, Cihan Palace (Figure 377), Cumhuriyet, Ferah Pension and Şerif Pasha Istanbul Hotel (Figure 376), Hadji Saadeddin, Halk, Mesut, Selçuk, Şark, Tevfik Pasha, Uşak, Yeni Anadolu, Yeni İzmir, and Yeni Zafer Hotel.

• *Hotels with unknown typology of the 19th Century:*

These buildings were located at the Frank district first near the Marina and then on Birinci Kordon Street. As they constitute the first hotels of the 19th Century, they either have disappeared in time or were handed to their new owners. When an assessment concerning such buildings is to be made, it appears that they were shaped rather by the effect of the Western culture. The names of the establishments, the managers as well as the style of life taking hold, all can be accepted as the indicators of this effect. For example, it is stated that in Royal Navy Hotel, there used to be drinks of good quality and that the hotel served in an English style (Beyru, 1992a, p.348; Fellows, 1852, p.1). A wide range of standards can be said to be valid for hotels. Besides those well-serving establishments as Royal Navy Hotel, there also were those like Europe Hotel or Orient Hotel where the conditions of comfort were not considered as much important (Davis, 1874, p.12; Fellows, 1852, p.1; Pınar, 1994, p. 87).

• *Hotels with unknown typology of the 20th Century:*

The managers of these hotels, among which most began functioning in the first quarter of the 20th Century, consisted of Turks. In general, they were located at

districts like Kemeraltı, Keçeciler, Basmahane, Tilkilik, and Kestelli Street. The exceptions were Asya and Central (Merkez) Hotels (Figure 376), both of which were located on the Birinci Kordon Street. (Moralı, 1976, p. 76; Nadir, 1926a, pp.34-36).

In these type of hotels, the room and bed capacities, the prizes and the standards were varied. There were establishments, similar to Mesut Hotel at Kemeraltı, which had 10 rooms or those like Cihan Palace Hotel at Tilkilik with 50 rooms (Figure 377). The prizes varied in between 30 to 100 piaster “*kurus*”. It is probable that a part of these establishments might have been transformed from being used as houses into hotels. While Yeni İzmir Hotel at Keçeciler possessed rather low standards, Central (Merkez) Hotel on the Birinci Kordon Street, and Cihan Palace and Tevfik Pasha Hotels at Tilkilik, all offered their customers fair amenities (Nadir, 1926a, pp.34-36). At present time, most of this group of hotels are missing and some have been sold to other people and furthermore, as they have been subject to a functional change, their traces have been lost.

4.2.3 Remarks to be Emphasized about the Development Period of Hostelry Buildings

As a result of the analysis accomplished in the Forth Chapter, there emerges certain points that have to be emphasized about the development period of İzmir inner-city hostelry buildings.

- *Development Period:* Starting with the second half of a period between the 17th Century and the first quarter of the 20th Century, the hostelry buildings of the inner-city of İzmir have been subject to a paramount changing process. Within this changing process, the khans were replaced by the new hostelry buildings, namely the hotels.

- *Interactions:* The process of change has begun with the effect of the Western Culture in a Period of Westernization of the Ottoman Empire in the 19th Century. The changes of the 19th Century were thus based on the 18th Century. Owing to the

interactions of different cultures, characteristic hotels of İzmir have emerged in this period.

- *The position within the Development Process of İzmir:* The city of İzmir, as constituting one of the two cities of the Ottoman Empire besides Istanbul, where the period of contemporary advancements in hostelry buildings have been initiated, bears an important place in terms of its development process.



CHAPTER FIVE

THE PROBLEMS AND PROPOSALS CONCERNING THE CONSERVATION IN HOSTELRY BUILDINGS OF THE INNER-CITY OF İZMİR

5.General Framework

In this chapter, the problems related to the hostelry buildings of the inner-city of İzmir, dating back to a period between the 17th Century and the first quarter of the 20th Century, are to be examined and proposals for which these buildings can be sustained for the future are to be suggested.

The khans, as constituting the hostelry buildings of this period, have entered a period of transformation after the emergence of the first hotels, just as the historical hotels have gone through the same process with the development of the contemporary hotels. Within this process, the historical hostelry buildings have been subject to various problems of conservation. Throughout this chapter, the transformations the hostelries have gone through in the Republican Era and the reasons necessitating such a transformation are exposed, the legislative status and implementations of conservation of such type of buildings are examined and proposals regarding the laws and the implementations are brought forward. The problem concerning the conservation and revitalization as entities of heritage of the historical hotels at Kemeraltı, which have currently been left as rare examples of their type, is regarded within the context of a project. While the project suggests proposals starting with the regional scale, down to the building scale, the aim emerges as to emphasize the status

of hostelry buildings of İzmir in terms of their development process and to contribute in the conservation of Kemeraltı as a whole.

5.1 The Transformations and the Underlying Reasons

Regarding the Hostelry Buildings

The hostelry buildings of the inner-city of İzmir between the 17th Century and the first quarter of the 20th Century, experience a period of transformation owing to the loss of their original functions. As a matter of fact, the beginning of this process dates back to the 19th Century, where the first hotels have emerged as the new hostelry buildings of the time. Since then, the period in question has been subject to rapid developments regarding these hostelry buildings. Firstly, the khans have handed the function of lodging over to the hotels. As for the historical hotels of our time, which were then referred to as the contemporary hostelry buildings, have lost their functions especially due to being unable to adapt to the developments emerging at the second half of the 20th Century. The first hotels of İzmir, thus have leaded the way along the history, leaving the act of serving as a hostelry to the modern hotels. Within this process, only a few of the historical hotels have succeeded to reach the current day sustaining their original functions and even so, they have been subject to numerous changes. Some of the historical hostelry buildings have attained new functions and some have been destructed, while others have been demolished to be replaced by new buildings.

Following the emergence of hotels as the hostelry buildings, the khans of the First Period have continued on with the function of lodging for a while. However, after a short period of transition, they have dismissed the function of lodging as to refer to other uses such as commerce, storage and business (offices). Such a transformation has not necessitated a fundamental change regarding these multi-functional buildings, namely the khans. The only difference was that the activities of commerce and storage, both constituting a certain part of the programmes of the khans, were to be spread over the whole building. The actual prominent transformations of khans took

place within the Republican Era. Those khans, which sheltered an organized mono-type of commercial activity, turned out to be neglected spaces, where various activities of production and storage etc., took hold. While most of these land uses were of destroying quality, there also existed an unhealthy environment for the employed. For instance, Fazlıođlu and Küçük Demir Khans, were destructed as a result of the arbitrary reconstructions realized by the depot and atelier owners working there. Additionally, apart from the demolition of a great portion of Selvili Khan during the construction of Fevzi Pasha Boulevard, the khan has also been destructed by the land uses it sheltered. As the spaces within the khans were rented to different managers separately, any maintenance to be implemented by the users was out of question. Many khans, similar to namely Osmanzade and Piyaleođlu Khans, on the other hand, were demolished and then replaced by new buildings.

As for the hotels of the Second Period, they continued functioning as hostelry buildings for a long while during the Republican Period. Nevertheless, particularly in the second half of the century, transformations of buildings, which were realized for the adaptation to the activities of commerce and office type of uses, were to be in question. Unlikely to the khans, as the hotels have been organized directly for the function of lodging, such a circumstance necessitated a number of changes to take place within these buildings. Some establishments such as Bahçeli, Kemahlı, Meserret, and Ragıp Pasha Hotels, were subject to restoration and are currently being used as buildings of bazaar and business activities. These buildings are regarded as “bazaar”s rather than “hotel”s. As a result of certain interventions implemented by the business holders at Gaffarzade and Hadji Sadullah Hotels, particular land uses like shops and ateliers have been brought forth. As for Ankara Palace Hotel, of which its sign-board was removed only a few years ago, efforts to transform it into a commercial building are being sustained. Naim Palace Hotel, on the other hand, has attained a different function. The building is currently being used as Atatürk Museum.

Many historical buildings have been burnt down or destructed, leaving no traces behind. Most of the hotels located along the Birinci Kordon Street, were accordingly

demolished during the 1922 Fire, and among those built after the fire, Ege Palace Hotel was destroyed and İzmir Palace Hotel was replaced by a new hotel building constructed in accordance with the modern architecture of the time. Ekmekçibaşı Hotel was replaced by a store and Evliyazade Hotel by a building used as a bank (Figure 378). At the location of Hadji Ali Pasha Hotel, similarly, a building being used for commercial activities take place (Figure 379).

Among those hotels which have succeeded in being kept up straight until today, Hadji Hasan (Yeni Şükran), Aydın-Kasaba (Huzur) and Sadık Bey (Yeni Sadık Bey) Hotels, all can be observed to have been subject to changes as well. These establishments, which were to be referred as the best hotels of the city, have inevitably turned out to be low-standard managements against the developments displayed by the hostelry buildings of our time. In accordance with the current land uses, on the ground floor of Hadji Hasan (Yeni Şükran) Hotel, certain changes are to be in question related with the spaces and the facades on one hand, and with the course of life on the other. Particular efforts are being spent to transform the hotel into a commercial building. As for Aydın-Kasaba (Huzur) Hotel, the spatial organization of its ground floor appears to be much different from its previous pattern in the past. Sadık Bey (Yeni Sadık Bey) Hotel, on the other hand, has, though partially, lost its original characteristics after the construction of a later-dated additional section. Parallel to the requirements of our time, specific implementations such as the modifications held at bathrooms and various service spaces as well as the usage of new materials, are also to be in question both.

The transformations of the hostelry buildings have been realized with regard to several fundamental reasons. Among these reasons, the new developments related with the understanding of lodging and the construction of contemporary hotels take place. Owing to the changes specific to the conditions of urban space, physical depreciation and destruction have resulted in the loss of the original characteristics of these buildings.

5.1.1 New Developments in the Understanding of Lodging and the Construction of Contemporary Hotels

Following the ruins of the War of Independence, the city of İzmir which has experienced a period of rapid recovery, then has been subject to a new reconstruction activity within the Republican Era. Under such circumstances and in accordance with the contemporary developments, the city definitely required the construction of new hotels. The Early Republican Period, thus points out to a transition phase between the past and the future. While old hotels like Hadji Hasan (Yeni Şükran), Meserret, Ragıp Pasha, and Gaffarzade Hotels, were proceeding with their amenities they offered and luxurious ones like Ege Palace, and İzmir Palace Hotel, which architecturally were to refer to history, were being opened, some old houses were also being converted into hotels. However, this transition period was soon surpassed and hotels, which were constructed in modern architectural style in accordance with the modernization philosophy of the Republic, were opened.

The new hotels, together with the new architectural style lying behind, were offering their customers the facilities required by the understanding of lodging of the time. Within the course of time, the understanding of lodging has shown a rapid progress, the demands regarding certain matters such as aesthetics, comfort, amenities, services etc., were increased and these developments were then reflected in architecture.

There exists three major happenings, which point out to the phases gaining importance in terms of the development of hotel architecture during the Republican Period.

- The establishment of International İzmir Fair and Culture Park (the emergence of a rapid increase in the number of hotels)
- The opening of Büyük Efes Hotel (the establishment of a contemporary, luxurious hotel including a complex space pattern, in İzmir)

- The construction of Hilton Hotel (a skyscraper hotel, as belonging to a chain of international hotels, emerging as the new landmark of İzmir)

In 1936, while the opening of International Fair and Culture Park of İzmir was to reshape the urban space, it also resulted in the enlivening of the economical and social life. In this period, the İzmir Fair can be said to be a prominent factor in terms of the increased demand for hotels and the successive opening of new ones. The establishment of Culture Park, emerges as one of the most important efforts for the reconstruction of the city after the War of Independence. In 1934, in accordance with the implementation plan realized to reconstruct the burnt areas, the decision to establish a Culture Park over an area of 360.000. m² was accepted and the studies, which were initiated in 1936, were concluded in 1940 (Sönmezdağ, 1978, pp.51,53,81). Prior to such an implementation, there were exhibitions or fairs organized for the 9th of September, nevertheless, their impact on the city life could not exceed the effect of the International Fair of İzmir.

The fact that there emerged a considerable flow of visitors to the city of İzmir at the time of the fair, brought forth the problem of lodging in a city that has lost most of its hotels in the fire. For instance, according to a statistical data related to the number of visitors to the I.I.F (İzmir International Fair) for the year 1936, the estimations are stated to be 361.527 in total, among which 103.588 visitors were from the native land, while the left 3.210 were from foreign countries. At the time of the Fair, the Maritime Lines would draw their Karadeniz ferryboat near the quay to be used as a hotel with its bed-capacity of 300. As declared, the prize of beds were 200 kuruş for a cabin with single bed, 150 kuruş for 1st Class, 100 kuruş for 2nd Class, and finally 75 kuruş for 3rd Class. At around the same dates, the Fair Committee had announced in the newspapers stating that “those who would like to rent their houses as pensions during the time of the Fair, were to apply to the Committee”. It is indicated that, in order to prevent any misuses, a punishment of 50 TL. given by the Municipality to those places like hotels and casinos, which take high prizes, was to be increased up to

150 TL. and that a hotel holder was punished accordingly (Sönmezdağ, 1978, pp.58-59).

In 1937, some school buildings were prepared to be used as hotels in case enormous numbers of visitors arrived during the time of the Fair. According to the book published by the Fair Committee in the name "Guide of İzmir and I.I.F.", at these specific days, the price of a first class, double-bed room ranged between 300 and 500 kuruş. The Municipality had decreased the price lists about 25%, and had given a financial punishment to two hotel managements. The problem of lodging kept being in question in the year 1938 as well. The Erkek Lycee (Atatürk Lycee) was temporarily transformed into a hotel and the Fair Hotel had begun functioning (Sönmezdağ, 1978, pp.61-62, 69-70). A writing by Hakkı Ocakoğlu, that was published in the newspaper Yeni Asır dated July 14th, 1938, it is stated as follows:

"The Fair will provide for cheap traveling facilities for the tourists, enrich the city with plenty of entertainment activities, and with regard to the national economy, will result in beneficial and affirmative consequences. Nevertheless, those establishments of which we are to encounter the lodging needs of the visitors are yet inadequate. We lack any number of hotels which can shelter groups of 100 to 200 people. In terms of touristic facilities, the city of İzmir is devoid of two factors: a. roads, and b. hotels. Those cities which are to receive large numbers of visitors because of their Fairs, have to provide solutions for such problems".

In order to handle the need for lodging, there were efforts to demolish the City Casino of İzmir, "İzmir Şehir Gazinosu" (placed at where the NATO building is situated today) and build a hotel instead, which would cost 300.000 TL. and will be constructed up to the 1939 Fair (Sönmezdağ, 1978, p.70). The investment was financed by the Municipality of İzmir. The construction of this large and modern establishment named "The Şehir Hotel" (The City Hotel), was stated to continue during the 1940's (Yurdkoru (Ed.), 1941, p.168). The establishment was designed as to include 80 rooms, a saloon with capacity of 1200 people as well as a night club of 200 people. However, it is indicated that at the beginning years of the 1950's, the

construction was said to be left unfinished because of financial reasons and that the Municipality spent efforts to conclude the construction by means of getting credits from the Marshall Aid. The construction costs of the hotel during these years were estimated as 3.5 million TL. It was also possible for the Municipality to transfer the management of the hotel to the private person or an establishment (Vatan Gazetesi, İzmir İlavesi, 1951, Aralık 19, p.7). When it comes to the 1960's however, it can be observed that the building was to be finished in construction and that it was rented for ten years to NATO's Southeastern European Headquarters (Salter, 1961, p.162).

In 1940's, the hotels of the city were to be divided into three classes. In 1941, there were 49 hotels throughout the city. The historical ones were referred as the best hotels of the city. The first class, namely Ankara Palace, and İzmir Palace Hotels, the second class, such as Evliyazade, Hadji Ali Pasha, Ragıp Pasha, Hadji Sadullah, Meserret, Yeni Şükran, Büyük Abdülkadir Pasha, Sadık Akseki, Emniyet and Toros Hotels, all were among the outstanding lodging establishments of the city. As for the restaurants of İzmir Palace, Ankara Palace, Ekmekçibaşı and Yeni Şükran Hotels, they also were counted among the most popular restaurants of the city (Yurdkoru (Ed.) 1941, pp.168-169).

The chaos that was to be prevailing between the concepts of "hotel" and "khan" for a long period of time, continued to be in effect even in this period but with particular differences. In an address book, which was published in 1943, the lodging establishments are listed below the title "Hotels and Khans" (T.C. İzmir Ticaret ve Sanayi Odası, 1943, p.52). When it comes to the end of the 1940's, the number of second class hotels were about 50. In Basmahane, the Fair and the Özipek Hotels were regarded as attractive modern establishments. As for the Club of Commerce located at Kordon, apart from its resting and game saloons, a restaurant, and casino, the Club included a section used as a hotel having rooms with bathrooms and private flats (Bilget, 1949, pp.133, 150). Salter, claims that Atlantik Palace Hotel, which was where he had stayed during the years of the Second World War, had appropriate

conditions of comfort. In the following period of time, there has been various renovations and changes in the hotel (Salter, 1961, p.162).

The newly-opened hotels were densely located at Çankaya, Basmahane Square and its environs. This region possessed a fairly advantageous condition in terms of the relations between the Basmahane Station, the Fair and Kemeraltı. Regarding the transportation facilities, the majority of those who come to the city from other regions, used train as a vehicle. For instance, among the 103.588 people who visited the city for the 1936 International Fair of İzmir, about 40.000 of them had benefited from railway lines (Sönmezdağ, 1978, p.59). One of the gates of the Fair, on the other hand, is faced towards the Basmahane Square. The access to the commercial center of the city can easily be provided along from this point. In this period, the Road of Hotels, being opened to Basmahane, on the other hand, takes an advantageous location as well. Contrary to the 19th Century, however, the coastal line remains to be neglected with regard to the lodging activities.

The new hotels being opened around at Basmahane and its environs, emerge as buildings which were constructed within a style of modern architecture, had three- or four-stories, included certain comfort conditions in accord with the related period, and which were not quite large in dimensions. Just as was in the past, there were commercial units on the ground floors of the hotel functioning independently and where their access was to be provided from the exterior. It can be observed that general uses such as the lobby, restaurant etc., were spaciouly designed, that the level of comfort conditions were augmented and that interior decoration became to be very much favoured. Horizontal lines were dominant over the facades (Figures 380-383). Another feature of the facades was that the windows constituted a horizontal line along the facades and that this line was further emphasized by a border.

In 1950's, it is claimed that the touristic activities were to be enlivened but that there existed numbers of deficiencies regarding the infrastructure of hotels, restaurants etc. The Association of Aegean Tourism, "*Ege Turizm Cemiyeti*", run by president S.

Yurdkoru, spent efforts to enliven the touristic activities in the region. Besides, the aim was to provide appropriate connections to the city from the surrounding, since İzmir was the center of the Second Region Directorship of Roads (Vatan Gazetesi, İzmir İlavesi, 1951, Aralık 19, p.6). It is estimated that between the years 1955-1956, 5369 foreign tourists have visited the city, and that 60% of them consisted of Americans, 20% of Greeks, and the remaining of English, French, German and Italians (Korkut, 1956, p.59).

During the 1950's, the hotels in İzmir were divided into four different classes as luxurious hotels, first class, second class and third class hotels. Among the Second Period hotels, Ankara Palace and İzmir Palace Hotels, both continued functioning in a luxurious status with their 99 and 54 beds successively. Other establishments like Aksaz, Fuar, İpek, Toros, Gar Palace, Beyoğlu Hotels, all were first class establishments. The number of rooms of first class hotels in the city were 341 in total, and in such hotels, the prize of a bed in a single bedroom was about 2.5 TL. and in a double bedroom 2.00 TL. The number second class hotels, on the other hand, was 45, and such type of establishments amounted up to a capacity of 1856 beds. In such hotels, the prize of a bed in a single bedroom was 1.50-2.00 TL. and in a double bedroom, 1.50 TL. As for the third class hotels, where there existed only about 35 in the city, the capacity of beds were 1677. In this group of hotels, the prize of a single-bed room was 1.00-1.50 TL. and in other bedrooms, the prize of lodging per bed was 90-120 kuruş. In some hotels of second or third class, there were bathrooms included (Vatan Gazetesi, İzmir İlavesi, 1951, Aralık 19, p.7).

In 1958, the beginning of the construction of Büyük Efes Hotel, meant to be a turning point for the lodging architecture of the city of İzmir (Figure 384). Büyük Efes Hotel can be counted important for its capacity and the amenities it offered on one hand, as well as the fact that it constitutes the first example of luxurious hotel architecture of the modern era with all the facilities included on the other. The hotel also possessed a quality of being accepted as a landmark for the city. At the midst of the century, regarding the construction of such a large and luxurious hotel in İzmir as

one of the most important investments realized at the city, has been expressed as a remark by the travelers as well (Orga, 1958, p.15).

Büyük Efes Hotel, which was similarly built in the same period as İstanbul Hilton Hotel, is an investment of Turkish Republic Organization of Retirement, “*T.C. Emekli Sandığı*” (an institution of the retired in Turkish Republic). Prior to the initiation of the hotel construction, the owner firm of Grand Hotel Continental at Munich, namely Max Billig, was chosen for the firm responsible for management. While the project was prepared in 1957 by Prof. P. Bonatz, T. Belling and G. Özkök, the adjudication of the construction was given to a firm named Dyckeroff und Widmann. As for the revisions of the project and the services related with the supervision of the construction site, F.Uran was responsible for such duties. The construction was finished at March 1964. Contrary to the luxurious hotels of the past, which took their shape within small parcels, Büyük Efes Hotel was located on a rather large area faced towards the Cumhuriyet Square (Figures 385-386). Its beautifully landscaped garden includes a swimming pool, walking paths and pergolas around. The construction area of the hotel amounts up to 38.500.000 m² with a cost of 90 million TL. in total. Besides the single and double-bed rooms of the hotel, which sheltered 326 bedrooms with 495 beds, there also are suites and royal flats. The building was conspicuous with its new, exported technology of the time which was to be applied at the laundry room, heating center, air-conditioning, electricity, telephone, water installations, sun supervision elements, aluminum joinery etc. (Gönen & Sayar (Eds.), 1965, pp.40-43).

Büyük Efes Hotel, which brought İzmir the understanding of luxurious type of hotels of the era, remains to be a landmark of the city in our time (Figure 387). With its stores, shops, display windows, hair-dressing saloons, bars, restaurant, night club and swimming pool, the hotel not only serves for the customers but also offers the city public a variety of opportunities. Since the day it has opened, the establishment welcomed popular guests and numbers of foreign or native tourists on one hand, and availed for a range of profound activities such as balls, weddings, fashion shows, congresses, seminars etc. on the other. The opening of Büyük Efes Hotel was

considerably influential in rising the standards concerning the hotels of İzmir encouraging the establishment of qualified hotels. Such developments have accelerated the loss of function regarding the Second Period Hotels, which were all left behind keeping up with the new standards.

In 1950's and 1960's, the city of İzmir continued drawing attraction with not only its archeological and historical entities, but with its natural beauties as well. There were 22 travel and tourism agencies in serve with their travel buses, 35 maritime lines agencies, and finally, 1 Turkish and 7 foreign airway agencies in the city. Furthermore, the railway still continued to be one of the most important transportation facilities (Saran, 1969, p.28). During the İzmir Fair, realized between 20th of August and 20th of September each year, it is stated that, unless reservations were to be made, it was pretty difficult to find any place to stay at hotels (Salter, 1961, pp.162-164).

In 1960's, the hotels of the city could be divided into five groups as touristic, first, second, third and fourth classes. On the other hand, the touristic hotels were further divided into two as super luxurious and luxurious ones, and first and second class hotels into a and b groups. There were 18 Touristic hotels, 11 First Class, 8 Second Class, 44 Third Class and 17 Fourth Class hotels in the city. Büyük Efes Hotel was known to be super luxurious, while Kısmet, Kilim, Anba, Kaya, Billur (Figure 388), Babadan (Figure 389) hotels were to be luxurious (Saran, 1969, p.27). An outstanding happening of the period is that İzmir Palace Hotel was subject to a great fire at the 4th of September in 1962 (Parlak, 1995, p.823). After a short period of time, this building was demolished to be replaced by the current multi-level İzmir Palace Hotel, which was built in modern architectural style of our time.

The migration from rural to urban areas, can said to be displayed in the names of certain hotels like "Yeşil Bursa, Güzel Konya, Nazilli-Aydın, Çivril-Simav, Bayburt, Muğla, Yeni İstanbul" hotels (İzmir Umumi Adres Kitabı, 1963, pp.57-58). These hotels, which lacked any high standards, were to be managed by those who more likely arrived at the city to work or get involved in various businesses. It is stated that

numbers of historical houses along the Road of Hotels were converted into hotels during this period (Yalçın, 1984, p.2). The houses, which, regardless of any restoration applications, were transformed by simple repairing, lacked any adequate condition of comfort. As the rooms were furnished with so many beds, certain uses like bathrooms or showers etc. were rather limited in space. However, while most of the historical houses located along the Road of Hotels sustain their hotel functions today, the remaining are demolished to be replaced by new hotels and pensions. Besides those hotels located along the Road of Hotels like Yeşil Bitlis, Tan, Konya-Denizli-Anadolu, Denizli-Ege, and Pamukkale Hotels (Figures 390-394), all of which were new hotel establishments previously used as houses, other new establishments such as Gediz-Derin Hotel (Figure 395) give fine references to all places around the country. As a matter of fact, although these establishments are referred to as hotels, they carry the characteristics of pensions. Niğde-Aksaray-Bor Hotel on Gazi Boulevard, which was constructed carrying the style of modern architecture and Uşak-Kervan Hotel on Fevzipaşa Boulevard, both have functioned until recent times (Figures 396-397).

In 1970's, for those tourists who were interested in history, the city of İzmir constituted an important center of archeology in Western Anatolia. Certain excursions from İzmir to Ephesus, Priene, Pergamon and Miletus were organized lasting only a day long. The International Fair of İzmir, on the other hand, were to attract numbers of native and foreign visitors to the city. Mango states that the city then embodied many hotels which could encounter all the lodging demand and that the first class hotels were much cheaper and more comfortable than those at İstanbul (Mango, 1973, p.200).

In terms of the standards and prices of the 1970's, the city of İzmir were to offer different alternatives to the hotel customers. In Büyük Efes Hotel, the price of a room with single bed was changing between 412-693 TL. and of a room with double bed between 522-850 TL., while breakfast was available for 50 TL., and meals for 150-200 TL. In İzmir Palace Hotel, which began re-functioning as an establishment with

150 rooms, the price of a room with single bed was 195 TL., of a room with double bed 270 TL., of breakfast 25 TL., and finally of one meal 77 TL. In Gar Hotel, for a room with single bed 85-90 TL. was paid, for a room with double bed 170-180 TL. and for breakfast 15 TL. Other establishments such as Kismet, Anba (Figure 398), Etap, Karaca, Kilim (Figure 399), İzmir Palace, and Kaya Hotel, all offered to the use of their customers certain amenities like restaurant, central heating system, bathrooms and elevators. Among the interesting developments, the swimming pool of Karaca Hotel emerges as a conspicuous one. Nevertheless, it should not be disregarded that Kilim Hotel were to shelter only 10 rooms with bathrooms included and that in Gar Hotel, of 35 rooms, only 10 of them were to include showers (Okar, 1978, pp.185-186).

An important development of the period is the opening of Etap Hotel. Taner Hotel dated 1965, was in 1977, replaced by Etap Hotel, which held the modern technology and equipment required (Figure 400). Being a part of the chain of Etap Hotels, the hotel was established by French-Turkish partnership. The establishment was to include 128 rooms, as well as other facilities like restaurant, café, bar, and installations like the central heating system and the elevator (Akıncılar, 1997, July 7, personal interview). On the other hand, historical hotels such as Ankara Palace, Aydın-Kasaba (Huzur), Hadji Hasan (Yeni Şükran), Meserret, and Sadık Bey (Yeni Sadık Bey) Hotels kept functioning in that period as well. According to a tourism guide dated 1978, among those establishments worth notice like Billur, Kabadayı, Küçük Efes, Ali Baba, Atlantik, Atlas, Gar Palace and Demiroğlu Hotels, the name of the historical Ankara Palace Hotel, which was enlarged by the addition of a new section, was also listed (Okar, 1978, p.186).

The 1980's and 1990's, meant to be the periods where hotels of high standard were being built in the city of İzmir. The hotels of this period, which held a high level of bed capacity and served their customers a variety of facilities with desired conditions of comfort, also attract attention as multi-storied buildings reflecting the technology of the era. While the number of five-star hotels rather rose, the quality

level of three- and four-star hotels were accordingly upgraded. Among the five-star hotels, Hilton, Pullman Etap İzmir (Mercure) Hotels, among four-star ones, Ege Palace, Pullman Etap Konak (Mercure), Kaya Prestige Hotels, among three-star ones, Marla and Yumukoğlu Hotels can be counted as those attractive hotels constructed in this period.

While new hotels were being built on one hand, fine hotels that were constructed in the second half of the century, entered a period of renovation on the other. Parallel to the renovation of interior decoration of Büyük Efes Hotel, still keeping its popularity, the construction of curtain-walled auditorium (convention center) at its back-garden resulted in intensely orienting the hotel to congress tourism. As for Etap Hotel located on Cumhuriyet Boulevard, as -due to being handed out to different owners- it was renamed so many times, first as Pullman Etap Hotel, and later as Mercure Hotel, it inevitably was subject to particular changes in its architecture. The enlarged building with increased number of stories, embodied a new outlook with its curtain wall (Figure 401). While the bed capacity was increased, with the addition an organization of units like assembly saloons, night club, swimming pool etc., the establishment was upgraded to become a five-star hotel. As for Atlantik Hotel, however, it also was demolished to be replaced by a three-star hotel named Atlantis Hotel.

The four- or five-star hotels, which emerged as the multi-storied and large buildings of the city, hold a prominent level of bed capacity. While Büyük Efes Hotel shelters 446 rooms, Hilton Hotel 381 rooms, Pullman Etap İzmir (Mercure) Hotel 186, Kaya Prestige Hotel 142, Pullman Etap Konak (Mercure) Hotel 128, and finally Ege Palace Hotel 109 rooms, there also exists suites and royal flats in those hotels. These establishments, offer a variety of uses like restaurant, bar, night club, swimming pool, fitness center, ballroom etc. as well. In three-star hotels, although such uses are rather limited, the importance being given to decoration and quality is worth notice.

A definite change in facade organizations could also be observed. As can be exemplified in Pullman Etap Konak (Mercure) and Kaya Prestige Hotels, facade organizations which were to augment the vertical effect and the curtain walls, both were frequently used in this period (Figure 402-403). Similarly, with the aid of their vertically emphasized facade organizations and curtain-walled elevations, Hisar Hotel (Figure 404) and Tanik Hotel, have been adapted to the trends of the time. Different tries regarding the facade organizations were also in question. Among such, Marla Hotel becomes conspicuous with the eclectic elements on its facade ornamented with Far-Eastern type of statues (Figure 405), while Ismira Hotel across Hilton Hotel is worth notice with its pink curtain wall (Figure 406).

Hilton Hotel, which is a five-star hotel located on Gazi Osman Pasha Boulevard, represents an important step within the development process of hostelry buildings of the inner-city of İzmir, owing to the fact that it emerges as a sky-scraper on one hand, and that it constitutes a part of an international hotel chain (Figure 407). Until its opening in 1988, the designing and construction of the hotel was realized by a collaboration between Turkish and foreign firms and the investment was financed by a company with many associates. The project was designed by both an American firm and the Turkish MNG-TARGEM and during the construction process, the firm MNG and a supervisor English firm, John Leing, have taken the responsibility. The building consists of 34 stories and a basement (Figure 408). The 33rd and 34th floors are allocated to technical uses. The hotel is composed of 356 rooms and 25 suites and besides, it includes 3 restaurants, 2 bars, 10 saloons of different measures located on the first, second and ninth floors, a casino as well as a laundry room, a health office, a traveling agency, and other service units like places availing businessmen to benefit from certain technical installations such as PC and fax. On the tenth floor, there exists a swimming pool. As for the 13-storied section of the building adjacent to the sky-scraper section, the first four floors are allocated to shopping units and an entertainment center and the upper nine floors are organized as a multi-storey parking area including 850 vehicles. Above this section, there also are tennis courts. Hilton

Hotel, which can be viewed from numbers of different places around the city, plays an important role in terms of the new silhouette of İzmir (Figures 409-411).

Whilst hotels go through a constant development process with regard to architecture, planning, technical installations, capacity and the facilities offered etc., they also have kept their feature of becoming landmarks of the city. The tallest building, Kraemer Palace Hotel, of Birinci Kordon Street dated back to the 19th Century (Figure 412), together with Büyük Efes Hotel in the midst of the 20th Century and the sky-scraper Hilton Hotel (Figure 413) towards the end of the 20th Century, all can be counted among the landmarks of İzmir. It seems quite relevant that such a trend of hotels to be upgraded on the vertical axis, will most possibly be sustained. Likewise, although it is less in the number of stories, the four-star hotel named Ege Palace Hotel, emerges as the second sky-scraper of the city since 1993 when it was constructed (Figures 414-415).

In this period, there also were hotels opened at districts other than the city center, namely Karşıyaka Hotel at Karşıyaka, Ege Güneş Hotel at Çamdibi, and Devak Hotel on Mithatpaşa Street. There were some hotels allocated to health tourism as well. Although hotels such as Princess Hotel at Balçova (Figure 416), together with the previously-constructed Balçova Thermal Hotel were more likely hot springs, they can also be referred to as luxurious type of hotels. As for Grand Plaza Hotel, located again at Balçova, is kept closed because of certain conflicts. On the other hand, Ege Sağlık Hotel, which was constructed at the backside of Ege University Hospital, serves especially for those patients, accompanied with relatives or friends, who arrive at the city for treatment at the hospital on one hand, and tends to fill an important gap in terms of the lodging activity around the area, on the other (Figure 417).

In 1990's, there were 38 establishments holding a Tourism Management Document around the city, including 3 five-star hotels, 3 four-star hotels, 13 three-star hotels, 15 two-star hotels, 2 one-star hotels, 1 pension and a floating establishment (Turizm Bakanlığı İl Turizm Müdürlüğü, 1994, pp.1-3). As for the

hostelry buildings under the supervision of the Municipality, they consist of 44 hotels and 18 pensions. Among these hotels, 23 of them belong to 1A Class, 16 to the 2nd Class and 3 to the 3rd Class (İzmir Rehberi, 1992, pp.197-198). Thus, it is possible for different type of hotel customers to benefit from hostelry establishments carrying different standards and facilities and demanding for different prices.

The above-explained process, displays a great progress regarding the understanding of hotel architecture and management of İzmir, realized during the Republican Period. Under such circumstances, those hotels which failed to renew themselves have either lost their prior status or were closed. For example, the hotels named Gar Palace, Fuar Palace and Atlas Hotel, all of which were fine establishments in the midst of the century, are currently listed among the 1A Class of hotels supervised by the Municipality. Furthermore, Anba and Kilim Hotels, both of which were regarded as the luxurious hotels of the 1960's, are currently three-star establishments each, Kısmet, Kaya and Billur Hotels, two-star establishments and Babadan Hotel a one-star establishment. The new İzmir Palace Hotel, which has replaced the previous İzmir Palace Hotel, known to be the luxurious management of the beginning of the 20th Century, serves the city with a status of three-stars. Büyük Efes and Etap Hotels, on the other hand, have succeeded in keeping their status high by being renovated.

In a period during which even the modern hotels had certain difficulties in coping up with the developments, a few of number of historical hotels, which have succeeded in keeping their original functions, have served as low-qualified establishments. Among such hotels, Ankara Palace Hotel, which currently is emptied having to face the efforts to be transformed into a commercial building, was, at the beginning of the 1990's, functioning under the status of 1A Class of hotels supervised by the Municipality. As for Meserret Hotel, transformed into a bazaar, until recently, it was a 2nd Class hotel under the supervision of the Municipality (İzmir Rehberi, 1992, p.197). While Hadji Hasan (Yeni Şükran) Hotel, still functioning as a hotel, is a 2nd Class

Hotel supervised by the Municipality, similarly functioning Sadık Bey (Yeni Sadık Bey) Hotel, is a 3rd Class management.

As the understanding of contemporary architecture and management experienced a changing process, there emerged the need for a conscious intervention so that those historical hotels, which have stayed behind the requirements because of the incapacibilities, would sustain their original functions. The historical hotels had to face a number of problems such as the comfort conditions, technical installations, spatial dimensions, periodic maintenance etc. The insufficient number and undesired conditions of bathrooms and toilets, the lack of any heating or air-conditioning system, hot water, telephones in the rooms etc., the inadequacy of the sizes and alignments in common-used spaces as the lobby, living saloon etc., and certain deficiencies in terms of the interior decoration, all can be listed as a part of the mentioned problems. In widespread implementation, the required additions for the survival of these establishments could not be realized such that most of these hotels inevitably had to lose their functions in time.

5.1.2 Changes in Conditions of Urban Space

The experienced change in the conditions of urban space where hostelry buildings were included, appears to be one of the most important reasons for the realized transformations regarding these buildings. The phenomena like the change of identity related to urban space, interventions in the physical structure of the region, the developments brought by the implementation plan, and the rental values of the land and buildings, etc., all have direct impacts over the hostelry buildings. In this respect, different kinds of developments in certain districts of the city as Alsancak, Kemeraltı, Basmahane and Çankaya, are to be in question.

Birinci Kordon Street, where most of the hotels took place in the past, lost its characteristic structure after the fire in 1922. During the first years of the Republic, although the street included some fine hotels like İzmir Palace, Modern, Merkez, Ege

Palace Hotel, together with some pensions managed by foreigners, the act of lodging no longer constituted the major activity along the coast. Until then, Birinci Kordon Street developed as an axis where different activities of housing in the first place, followed by business, shopping, entertainment and recreation were located. Particularly as a result of the reconstruction permissions given after the 1950's, the coastal line was filled with multi-storied buildings. In the meantime, many numbers of old buildings were demolished to be replaced by new buildings. The sharing system necessitated by the "build and sell" type of construction realized by the contractors and the high profits received from the sale of the flats, resulted in the construction of apartment buildings to become more favourable. While the houses and the offices took place on the upper floors, the ground floors were allocated to activities like shops, stores, restaurants, bars and cafés. İzmir Palace Hotel rebuilt as a modern and multi-storied building under the above-mentioned circumstances and Kilim Hotel located across, both could be listed among the exceptional hostelry buildings along Kordonboyu, which was once filled with hotels. Other establishments such as Kismet, Anba, Kaya Prestige, Yumukoğlu, Büyük Efes, Hilton and Ege Palace Hotels, are located at the inner roads and ends of Alsancak district.

Most of the still present historical hostelry buildings of İzmir are located at Kemeraltı urban place. Therefore, the conditions of Kemeraltı display close relevance with the conservation of these buildings. Similarly in the past, the changes in physical and socio-economical conditions of the region have affected the hostelries. The experienced changes in Kemeraltı during the Republican Period, caused most of the hostelry buildings to become derelict.

In Republican Period, despite the changes, Kemeraltı succeeded in preserving its characteristic of being a commercial center. Following the 1922 Fire, which had caused a great damage in neighbourhoods of the Westerns and the minority groups, Kemeraltı was obliged to receive all the density of commercial and lodging activities. Since such a development augmented the land and building values in the region, the wide buildings were further divided within themselves. As a space organized

according to the guild system of the past, it was difficult for Kemeraltı to be adapted to new developments. Although certain renovations required by the contemporary life had to be brought into Kemeraltı while some other traditional activities had to be removed from the region, the settled spatial organization of the past obliged revisions to take place. As in the course of time, Kemeraltı turned out to become a center where daily trade was executed and low-quality commodities were sold, the present spatial pattern wore out and became derelict. In relation with this, the hostelry buildings of Kemeraltı, inevitably were adversely affected by such developments.

As the city grew rapidly, there emerged new centers at different districts. Kemeraltı, sheltering activities like retail sales, shoddy goods sales, sale of handicraft and wholesale products, etc., is to be addressed more likely by moderate and low income groups. The main axis is allocated to pedestrian circulation. In the bazaar where life runs quite active in day-time, there exists nearly no sign of life at nights. However, in recent years, it can be noticed that an effort to build for a new identity becomes valid. Following the restriction of shoddy goods sales, such activities had to function within shops. The traditionally-shaped, old commercial buildings were renovated, turning out to be elegant and attractive places just as those of the other districts of the city. Certain architectural elements such as arches, mouldings or jambs etc., where new buildings constructed upon the old parcels used to include in their designs, can be depicted as damaging interventions, which have adverse effects in terms of conservation of the historical identity of Kemeraltı. The region, currently goes through a transition period between its traditional and new identity. Under such circumstances, the lodging activity, to a large extent, is forced to be excluded from Kemeraltı, causing the hostelry buildings to be benefited for other purposes.

The physical structure of Kemeraltı can said to be settled today. According to the decree, numbered 2444, dated 29.11.1990, as stated by the İzmir Conservation Council of Cultural and Natural Entities Numbered 1, the area is announced as “Urban and Archeological Conservation Site” (Figure 418). “The Reconstruction Rules of Kemeraltı Urban Conservation Site”, submits that the new buildings to be

constructed are to keep consistency with the architecture of the pattern desired to be conserved. Despite the fact that the new buildings are to be constructed according to contemporary techniques, using contemporary materials, they should be in harmony with the surrounding conserved buildings in terms of the facade pattern, facing, and architectural elements etc. While the rules bring particular restrictions for new constructions, they also result in an increase of the building and lot values. The new buildings have to be constructed along existing roads and on parcels emptied from demolished old buildings.

Under the afore-mentioned conditions of Kemeraltı, the commercial activities, which would bring more income than others, are more likely to replace other type of activities. In order to benefit from rental values, while the rules for new constructions were forced to be misused on one hand, the old buildings were subject to such interventions that new commercial places could be obtained on the other. The said circumstances, thus meant to be important in demolishing of Ekmekçibaşı, Evliyazade, Hadji Ali Pasha Hotels and in bringing commercial activity to hotels like Hadji Sadullah, Gaffarzade, Kemahlı, Meserret and Ragıp Pasha Hotels. The similar operations pursued for Ankara Palace and Hadji Hasan (Yeni Şükran) Hotels, accordingly have to be depicted as a concrete result of the conditions experienced by the region.

Basmahane-Çankaya district, despite form carrying a different characteristic from the past, currently shelters a number of hotels within. Due to the development of transportation facilities, the Basmahane station inevitably lost its importance, but still it keeps providing access to the hinterland of İzmir. Similarly, the International Fair of İzmir, seems to lose the popularity it once attained. However, the specialization fairs organized periodically through a year, achieves to attract more people, related to or interested in the specialized subjects. The relationship between Basmahane-Çankaya axis and the commercial and business center of the city, occurs as the main reason why the hotels located in this district still survive. The hotels of this district, are generally three-, two- or one-starred hotels or establishments of a lesser status, which

were constructed in the Republican Period. Most of the customers consist of people who visit the city for commercial or business reasons.

It can be observed that, as required by the existing conditions of Basmahane-Çankaya district, the construction of new hotels or the renovation of others, were considered important. While, new hotels like Dekim, Anemon, Hisar, Tanık, Zeybek Hotels were being established, historical hotels like Aydın-Kasaba (Huzur) and Sadık Bey (Yeni Sadık Bey) Hotels were subject to some revisions in time. The Road of Hotels was partly renovated. The worst sample showing the impacts of the commercial characteristic of the district over the historical hotels, is Bahçeli Hotel, of which its facade was preserved, but a multi-storied new building was constructed behind.

5.1.3 Physical Depreciation and Destruction of Hostelry Buildings

The physical depreciation and destruction, which occur depending on aging of hostelry buildings, have accelerated the process where such buildings were to be left useless. Hotels, which were used by different people intensely, are establishments that always have to be maintained, demanding for a constant renewal. However, it can be stated that the required studies related to the sustenance of the historical hotels to keep functioning, are not handled within a systematic approach.

There is no important structural destruction regarding the buildings. Among the main destructions identified are, the leaking of roofs, decay on walls and ceilings related with humidity, the wearing out of coats, paintwork and badigeon (whitewash), rusting of metal materials, the ruining of woodwork, the breaking down and decay of mantles (facing of walls) and floor coverings by tiles and crockery (faience), tearing down of coverings made up of oil-cloth type of materials, the and depreciation and destruction of installations such as the armature, wash-basins and wash-stands, receptacles etc., and the wearing down of furniture. Under the current circumstances where comfort conditions play an important role in the activity of lodging, such a

situation undoubtedly causes the historical hotels to be left behind the minimal standards.

In Aydın-Kasaba (Huzur), Hadji Hasan (Yeni Şükran), Sadık Bey (Yeni Sadık Bey) Hotels, it can be implied that the efforts to maintain and renew the building are kept at the minimum. The only contributions to the historical buildings are restricted more likely with simple maintenance of the roofs, occasional repetitions of paintwork and badigeon, and addition of bath heaters, all of which do not require any support of finance and labour.

The cost estimations emerge as an important factor as well. The owners and managers of hotels are usually different people. The managers of these hotels, which are of a low status with low income, do not possess the financial power to maintain their establishments. Furthermore, as the ground and the first floors are not integrated, there emerges problems in the maintenance of the building. The different units within the building, namely the hotel, restaurant, shops, etc., are rented to different people. It, therefore, appears impossible for these people to gather along to organize the responsibility of maintaining the building. As for the building owners, instead of providing for a financial support for maintenance, they prefer leaving the building to the destruction and depreciation in course of time, so that a more profitable investment can be realized within the same parcel. It is possible to monitor the adverse widespread effects of such kinds of negligence on historical buildings.

5.2 The Legislative Status and Restoration Applications of Hostelry Buildings

The conservation decrees in force, constitute a considerably important criterion in terms of the protection of inner-city hostelry buildings of İzmir to be realized as required. Legislative deficiencies and misinterpretations have direct impacts over restoration applications and incorrect applications result in the destruction of buildings at an extent far from any compensation. Therefore, it becomes necessary to identify the existing laws and applications and, in this respect, develop new proposals.

5.2.1 Evaluation of Existing Laws and Applications

In the course of the last decade, the categorization system regarding the conservation methods of immovable cultural entities and the features of the possible interventions in buildings, have gone through several stages.

- According to the decree numbered 61, dated 6.1.1984, of Turkish Republic, Ministry of Culture and Tourism, the immovable cultural entities to be conserved are divided into three groups. The Ist group of buildings, are further divided into three sub-groups and in this group of buildings, it is submitted that only maintenance could be valid or only interventions that would not disturb the spatial characteristics of the building would be permitted. The IInd group of buildings, on the other hand, consist of seven sub-groups, and these buildings are defined as “buildings which are to be protected only by their exterior appearance and the given height of maximum construction”. The IIIrd group of buildings, refer to a group which can be demolished when required.

- According to the decree numbered 14, dated 4.3.1988, of Turkish Republic, Ministry of Culture and Tourism, the immovable cultural entities to be conserved are divided into four groups. The Ist group of buildings are those where the interior and the exterior spaces are to be protected as they are, devoid of any material change, giving permission to only maintenance activities and to necessary installations. The IInd group of buildings are defined as “ those buildings where, on the condition that no change of facade and height of maximum construction takes place, other changes, pertaining to the interior and exterior materials, interior spatial layout, and the structural system, are permitted”. The IIIrd group of buildings, on the other hand, are those where the facade characteristics are to be kept with certain changes in the maximum height of construction, structural system, interior spatial layout and the used materials and where the buildings can be moved as well. The IVth group of buildings, refer to those which can be demolished on the condition that necessary documents of the buildings are provided.

- The Turkish Republic Ministry of Culture, Council of Conservation of Cultural and Natural Entities, has declared a new decree on 19.4.1996, with the conviction that “each building has problems of its own and that the general classifications including all buildings and determining the type of intervention, result in mistaken consequences”. The mentioned decree numbered 424, divides the buildings into two groups. The Ist group of buildings, are those within the cultural documents building up the concrete history of the society, that have to be conserved by their historical and aesthetical features or by their contributions of historical memory. The IInd group of buildings, on the other hand, are those which contribute in the identity of the city and its surrounding, which reflect the traditional and local life style, but which are getting less in number each day. With respect to this principle decree, the type of interventions to be brought for specific buildings, are accepted to be determined by the Council of Conservation. Other interventions of maintenance, renovation-addition, replacement etc., are also included within the decree.

The results of principle decrees, have been reflected on the restoration applications realized in recent years. The majority of hostelry buildings consist of IInd group of buildings. Within the framework of principle decrees, while this group of hostelries are subject to restoration, “the protection of their exterior appearances and maximum heights of construction” is accepted to be sufficient and the plans, bearing systems, interior architecture, and used materials, all can be reconstructed. Such a situation has resulted in problems related to the conservation of hostelry buildings to be implemented just as required, thus, numerous basic elements constituting their identity inevitably had to be vanished during the re-functioning process as well as the restoration applications. The main adverse impacts of the interventions, in which the hostelry buildings are subject to, are determined as below:

° *Interventions in Courtyards:* Most of the hostelry buildings which have succeeded in reaching the current day, possess a plan scheme including a courtyard. The courtyard on one hand, the life spent in the courtyard on the other, both imply a

characteristic of this type of building. However, in some hostelry buildings transformed into commercial buildings, it can be observed that in order to increase the amount of closed area to benefit from high rental values, the courtyards were subject to interventions. In Hadji Sadullah Hotel, which actually had a courtyard, the courtyard later was closed, causing the building to lose its originality. In Gaffarzade Hotel, on the other hand, the space of courtyard covered above, was transformed into a spacious sales place with the height of interior spaces much higher than other units. In Hadji Ali Pasha Hotel, prior to the demolition of the building, a similar application has taken place. It can be traced that in archive plans, the courtyard of the building seems to be covered to be used as a part of the building area (Figure 230). As a typical feature, while the courtyard of historical hostelries like Meserret and Ragıp Pasha Hotels, was an open space, during the restoration of these hotels, the courtyard was covered by a transparent roof above (Figures 301-318). Thus, an additional space could be gained by the establishments, and units such as the café and buffet etc., were located there.

° Interventions in Horizontal and Vertical Circulation Elements: The hotels with courtyards possess specific features concerning the design of their vertical and horizontal circulation systems. While the horizontal circulation provides access by means of closed corridors, the stairs usually take place at the entrance hall of the hotels. Some hotels with courtyard transformed into bazaar or office buildings lack such typical features. In the past of Kemahlı (Kemahlı İbrahim Bey) Hotel for example, despite the fact that there existed a partial gallery at mezzanine floor, during the restoration process, a gallery which circumscribes the whole courtyard was built (Figures 285-286). As for the stairs, in order to constitute an attractive element for the bazaar, they are designed with modern materials and shaped completely different from the past (Figures 287-288). While Meserret Hotel, for example, was to be transformed into Meserret Bazaar, in order to provide a visual connection between the different floors, the horizontal circulation took the form of an open gallery (Figure 301). The vertical circulation, on the other hand, takes place through the stairs, which seem to be purposely located at the center of the courtyard for emphasis. Thus, the

overall effect of the interior spaces have completely changed (Figure 302). Likewise, in Ragıp Pasha Hotel, while only a single staircase provided access to the upper floors in the past, during the restoration, two symmetrical staircases were located at the ground floor (Figure 315).

° *Interventions in Facades:* Within the IInd group of applications, the concept of “facade” was only qualified only as the “street facade”. Therefore, in hostelry buildings with courtyard, the existing “courtyard facades” were rather neglected. Yet, in such type of buildings, the courtyard facades are as important as at least the street facades in terms of the conservation of the characteristics of the building. During the restoration of Meserret Hotel, as a galleried bazaar design took hold of the interior spaces, the facades facing the courtyard seem to be completely different from their original styles. Similarly in Kemahlı (Kemahlı İbrahim Bey) Hotel, due to those additional elements like the gallery, the staircase etc. as well as the interventions in the level of courtyard, the courtyard facades of the ground and mezzanine stories have become different from their past. In Ragıp Pasha Hotel, however, it can be observed that the courtyard facades were to be restored consistent with the original characteristics.

° *Addition of Stories:* The destruction of the characteristics of the building as a result of additional stories built in order to obtain more space, emerges as another adverse implementation to be faced. For example in Kemahlı (Kemahlı İbrahim Bey) Hotel, by taking the courtyard floor down to a lower level, the old mezzanine storey was converted into a complete storey. In Bahçeli Hotel, however, during its restoration, the terrace was closed availing for a multi-storied additional building to be located there. As a result of such an implementation, Bahçeli Hotel was to constitute a part of that multi-storied building situated at its backhand side, thus, inevitably having to be perceived together with that building.

° *Interventions in Surrounding Buildings:* The parcels in which most of the hostelry buildings are included, are all surrounded by small parcels owned by different

people. The interventions brought in these parcels are to be handled independently from monumental buildings and especially the implementations of renewal can be the reason for messing up their historical appearance.

5.2.2 Proposals Regarding the Legislation for Conservation of Hostelry Buildings and the Implementations

As identified by the decree number 424, dated 19.04.1996, of the Council of Conservation of Natural and Cultural Entities, the inner-city hostelry buildings built in between the 17th and the first quarter of the 20th Centuries, must be classified as the Ist Group of Buildings and be conserved as such. According to the decree in question, the Ist Group of buildings are determined as those which constitute the cultural entities building up the history of the society and which relate to the historical, monumental and aesthetical values. In terms of the development of hostelry buildings in the Ottoman Empire, the important role of the inner-city hostelry buildings of İzmir, together with the role of İstanbul during the same period, are both elaborately discussed in the Forth chapter. The inner-city hostelry buildings of İzmir, can be depicted as important with regard to providing proof for their original architecture on one hand and for how the transition from the understanding of traditional lodging to the modern lodging practice took place on the other. It is also possible to trace the reflections of such developments that are related with the social, economical and urban life of İzmir. The hostelry buildings also possess historical value regarding their service during the years of war as well as the early Republican period, the events they witnessed and the people they provided shelter for.

Due to the above-explained reasons, the decision to accept the principle decree number 424, dated 19.04.1996 of the inner-city hostelry buildings as, *“those buildings which provide for the opportunities necessitated by the current style of life on the condition that interventions that will not disturb their interior and exterior appearances as well as the pattern of the visible material used, their plan schemes,*

characteristics and the ornamentation, can be made” will result in conserving such type of buildings as required.

During the restoration applications to be realized in inner-city hostelry buildings, it is particularly important to preserve the characteristic features identified in such type of buildings. The principle decree numbered 424, assigns the Conservation Council to determine the possible interventions to be valid for registered buildings only on the condition that specific conditions of the buildings are evaluated. In preserving the inner-city hostelry buildings of İzmir, the following remarks should be considered:

- During the restorations, except for inevitable additions necessitated by the contemporary style of life, the designs should be kept loyal to the original plan schemes. The new additions have to be technically distinguishable.
- In interventions concerning the hostelry buildings with courtyard, the courtyard should be preserved as a basic element determining the typology of the building.
- The disruption of characteristic features by vertical and horizontal circulation elements should be avoided.
- In restoration applications to be realized at hostelries with courtyard, the courtyard facades should also be regarded as “outer facades” and be preserved.
- The addition of stories should be avoided.
- The problem of perceiving the hostelry buildings should be considered holistically with the circumscribing building pattern. It should be regarded as particularly important to avoid the implementation of such applications as the renewal and upgrading of surrounding buildings.

5.3 A Project Proposal Concerning the Conservation and Revitalization of Historical Kemeraltı Hotels

Besides aiming to conserve the historical hostelry buildings of İzmir, the proposed project intends to bring a phenomenon related with the history of the city into the agenda. The leading role of İzmir in the modernization of hostelries of the Ottoman Empire can said to be completely forgotten today with all traces having been erased

from the minds of the urban public. Accordingly, the hotels, which are the proof of such a historical reality, but which share the same victim as that of the khans, also have disappeared one by one or have been converted into buildings carrying completely different characteristics. Under the current conditions where the act of lodging constitutes a basic activity depending on the fact that tourism keeps developing, it becomes extremely important for the historical role of hostelry buildings to be emphasized.

5.3.1 The Basic Ideas of the Project

The project consists of proposals on environmental scale and on scale of a single building, as well. Kemeraltı, which shelters both the khans of the First Period and the hotels of the Second Period, is, owing to its said position, chosen as a case study area within the context of the project. As required by the mentioned project, it is proposed to re-establish the act of lodging at Kemeraltı. The below-listed three contemporary phenomena, support the realization of such a proposal:

- The increasing importance of immovable cultural entities in touristic activities (in terms of both active and passive land-uses), the demand of users on cultural variety,
- The fact that Kemeraltı goes through a process of holding a new identity and of re-development,
- The increasing intensity in efforts to set forth the historical identities of İzmir.

Today, a great portion of hostelry buildings are being used depending on tourism activity. The travels take place mostly as a part of organized activities. On behalf of those modern travelers, it becomes especially important for the travel to aim at meeting the historical, cultural and original elements of the region arrived at. Under such circumstances, the historical buildings constitute a profound resource in terms of touristic activities to take place. While the architecture of the past can be used by travelers of our time in passive means as only a place to visit on one hand, it can also be used in active terms with their original or new functions. The contemporary methods and techniques of restoration, attains a level that can enrich the building with

specific conditions of comfort as well as a variety of facilities. Concerning those foreign people who are distant from that city, country or culture, the historical buildings can mean to be more preferable, more interesting and worth being-visited or -lived than the modern architectural designs, which have numbers of similar examples back in the countries of those people. In summary, whilst the current understanding of tourism pursues moderate innovations of its own, it also benefits from the historical and cultural values as much as possible. Such a fact gives clues about the main reasons of how the activity of lodging in Kemeraltı, which were to be kept alive until recent times, can again be established. Besides the comfort conditions of new hotels of the city and the facilities and more enriched alternatives they offer in terms of architecture, Kemeraltı hotels will be presenting the users of contemporary hotel users, who are after cultural variety, something they cannot be able to find at some other building, that is, the sense of “being a part of” and “re-living history”. For those people who will be lodging there, what is more important than some facilities that could be found at modern hotels, is the reality that they stay at one of the oldest hotels of İzmir, and even of the Ottoman Empire. Such a remark undoubtedly carries a special place within the current tourism reality of our time.

The conditions experienced by Kemeraltı today, also avail for new proposals to be brought forth. The traditional commercial center of the past, goes through a transition process where changes and renovations took place in terms of socio-economical structure on one hand and architecture on the other. The developments related to this changing process are analyzed in detail at Section 5.1.2. Different discussions on what the new identity of Kemeraltı should be, take place at symposiums held as a part Kemeraltı Festival as well as some other platforms (Figure 419). The location of lodging activity at the region once more, but within a different understanding, will be having contributions in the process of building up the identity of place. With regard to the realization of the project, while the historical identity of Kemeraltı will be emphasized on one side, the region will become an attraction point as demanded by the tradesmen on the other. Such developments will also mean to be a motivation of conservation of other historical buildings of the region.

Shedding light on the historical and contemporary identity or identities of İzmir, remains to be on the agenda of the city as a subject which receives more attention each day. While certain discussions take place over different identities of İzmir as the “city of commerce”, “a Western city” or “a port city” etc., the historical and cultural elements giving the city its identity, are increasingly regarded as important. The position of hostelry buildings within the development process, constitutes a profound historical reality building up the city’s identity. Thus, by means of revitalizing the Hotels of Kemeraltı, the original identity of the city will be emphasized and preserved.

5.3.2 Decisions on Regional Scale

Within the project, the subject the conservation and revitalization of hostelry buildings, is considered as a problem which interests the whole region. Besides emphasizing the position and importance of the buildings in the region, it is also aimed to draw attention to Kemeraltı. In this respect, along the axis starting with the entrance of Kemeraltı facing Konak Square, up to the point where Selvili Khan is located, it is proposed that it should be subject to a re-development (Figure 420). This axis will constitute a recreational route for the tourist groups, who will be staying at historical hotels, the city public and different groups organizing introductory tours around at Kemeraltı.

Starting from the entrance of Kemeraltı at Hükümet Konağı (Government Mansion) and extending towards the Kemeraltı Mosque, the old Hükümet Street (Anafartalar Street) and its environs, is where the historical hotels mostly are located. Ankara Palace Hotel facing the Konak Square, Ekmekçiabaşı, Evliyazade, Hadji Ali Pasha, Hadji Hasan (Yeni Şükran), Hadji Sadullah, Meserret and Ragıp Pasha Hotels situated along the old Hükümet Street, Gaffarzade Hotel at the corner of Hükümet Street and Sağır Road (853rd Road), Kemahlı (Kemahlı İbrahim Bey) Hotel, which, after turning right from Hükümet Street, is met on Kemeraltı Street, Güzel İzmir Hotel, similarly which, at the turning point of Hükümet Street, is located next to

Evliyazade Hotel on Göztepe Tramway Street (Milli Kütüphane Street), all as the contemporary hostelrys are located in this region and among them, some have succeeded in reaching the current time. At the other end of the circulation axis, Selvili Khan and its environs constitute a region where the khans are mostly concentrated. While the circulation axis that is proposed in the project connects these two regions, one consisting mainly of traditional khans and the other of contemporary hotels, it also displays not only the changes taking place at hostelry buildings, but also the transformations experienced in terms of physical, economical and social aspects.

One of the major objectives of the project is to provide the designed axis with certain spatial organizations to gain the function of lodging along the old Hükümet Street (Anafartalar Street) and its environs. When the outstanding position of the region throughout its history is considered, the act of lodging emerges not only as an activity related merely with fundamental requirements, but rather as a special process supported by activities of exhibition, providing information, education, research as well as social and cultural activities. In this sense, two centers, where the hostelry buildings can be documented, researched, conserved and presented, are determined to take place at the two ends of the designed axis.

Similar to the current practice, it is proposed that the old Hükümet Street, where the hotels mostly are concentrated along, is to be used as a pedestrian way. The axis will attain new qualifications by means of its land uses, cafés to benefit from the road, shops of touristic consumption, special illumination, street pavements and street furniture. The buses and cars, carrying the hotel customers will have to park at some other place outside the axis, or at the multi-storey parking lot within. As for the carriage of the baggage, the “*fayton*”s and small (miniature) vehicles will be working for this reason.

The illumination of the circulation axis, the boards of information, the orientation signboards, the street pavements made up of stone just as in its past, the information boards and illumination of the old inner-port routes and the old castle borders

providing a sense that gives clues about their past, the maintenance of the other historical buildings along the axis and the addition of specific information boards at points where other historical buildings were once located, all constitute the objectives on regional scale.

5.3.3 Decisions on Building Scale

Providing the buildings with new functions and the determination of the type of conservation, both emerge as the major problems in making the decisions on this scale.

- *Providing the buildings new functions:* Within the framework of the main assents of the project, apart from the function of “lodging”, it becomes necessary to include social and cultural functions that can enrich the lodging activity with a different type of qualification. By the help of such a departure point, Ankara Palace Hotel, located at the starting point of the circulation axis, together with Selvili Khan located at the other end of the axis, both attain a symbolic quality as to become a Museum and Research Institute, while other buildings are to be used as hotels just like in the past.

The Museum and Research Institute, which is to take place at the building of Ankara Palace Hotel, will be specialized on the subject of historical hotels and Kemeraltı, and thus will be collecting information and documents on the subject, building up an archive, displaying the collected information and finally will be supporting or executing the conservation studies and researches related with that type of building. As for the building itself, having old as well as new sections that also have attained a historical quality today, it emerges as a sign of the developments concerning the understanding of the act of lodging. The other center to be located at Selvili Khan on the other hand, according to the theme of khans and Kemeraltı, is to include the functions that refers to research on hostelry buildings of the past as well as the historical development of the region, caravans and caravan trading, to the act of providing information, displaying, education and conservation. Another research

subject of the Museum and Research Institutes, will be the historical development of the understanding and act of traveling. While these two axes will be emphasizing the circulation at the points of entrance and exit, owing to the above-explained themes, in context of a Kemeraltı tour, they also will be symbolizing a trip from today to past. By means of specific programmes such as conferences, seminars, summer schools etc., the institutes will be organizing their educational and cultural activities throughout the year. Although the actual act of lodging will be taking place at other buildings, these institutes will also include several lodging units for those who come there for research. Additionally, the Ankara Palace Pastry Shop, which is located on the ground floor of the hotel that will be carrying the quality of an entrance door, will be re-vitalized and become a culture center just as in the past.

At present, the parcels of Hadji Sadullah, Güzel İzmir, Kemahlı (Kemahlı İbrahim Bey), Meserret and Ragıp Pasha Hotels, of which all are converted into commercial buildings, together with Hadji Hasan (Yeni Şükran) Hotel and the parcels of the demolished Ekmekçiabaşı, Evliyazade and Hadji Ali Pasha Hotels, all will be allocated to the function of lodging. The allocation of this function at 10 buildings along the designed axis, will constitute an important factor in the re-vitalization of historical hotels.

The ground floors of the hotels, on the condition that consistency with their original plan schemes are kept, will be partially allocated to commercial uses. In the stores of this area, commodities which can attract the attention of the tourists, such as the traditional handwork products, antique objects, books, posters, postcards, all are objects to be sold at gift shops. The demolished coffee-houses, "*kahve*"s, will be re-established at their original location and, just as in the past, will constitute one of the characteristic elements of this axis of our time. Restaurants, which were among the most distinguished establishments at the first half of the century, but which contrarily are either closed or degraded at present, will be given back the importance they once carried.

• *The Determination of the Conservation Method for Buildings:* In context of conservation, one of the main assents is that, during certain applications as allocating new functions and maintenance etc., the original characteristics of the buildings must not be damaged. In all buildings, necessary maintenance such as structural rehabilitation, roof repair or renewal of damaged materials etc., will be realized. Within the specific conditions of historical buildings, the minimal comfort level necessitated by contemporary style of life, will have to be provided. In terms of heating, ventilation, illumination, sanitary spaces, furniture and decoration and other terms alike, new installations have to be brought to all buildings.

In order to preserve the defined area and the building type within a holistic approach, it is determined that realization of different types of implementation is required.

◦ the restoration of those buildings, which exist in their original situation today, such that they can be kept consistent with their actual characteristics;

◦ the re-alignment of those buildings, which were subject to change, but which their original plans exist at present, such that the buildings are to gain back their originality;

◦ the construction of new buildings, which in their parcels the historical buildings of the past were demolished leaving no traces of their original plans behind, such that they can be designed in accordance with the historical spatial pattern.

Except for partial interventions, Ankara Palace, Güzel İzmir, and Hadji Hasan (Yeni Şükran) Hotels, keep their original characteristics. The purification of those buildings from additions of commercial uses and alignments at damaged parts of the facades, such that the building becomes closest to its original past, are both needed to be done.

Whilst Ankara Palace Hotel will be transformed into an institute of research as well as a museum, the existing plan scheme will have to be kept loyal as much as possible. In case some interventions are necessitated, they will be restricted only with certain

applications like the unification of rooms, the connection of different spaces, addition of sanitary spaces as required or the re-establishment of the pastry shop. Those units that have to be reorganized are the exhibition, seminar and study rooms, the library, the archive, the laboratory, the photography lab and the storage rooms.

Güzel İzmir Hotel will be restored in accordance with its original characteristics and function. On the ground floor, the passage between the road and the courtyard will gain its originality back with the removal of spatial additions. The space on the left hand side of the passage, which is being used as a shop at present, will be functioning as a coffee-house, “*kahve*”, just as in its past. It is thought that one of the spaces neighbouring the stairs leading upwards will be used as the hotel hall. The offices on the upper floor will be removed and the recent divisions will be torn down. An adequate number of bathrooms and toilets will be added in each hotel room. The disturbing facade alignments and signboards will be removed, resulting in purification of the facades.

In Hadji Hasan Hotel, the new alignments to be realized will cause in an upgrade in terms of the establishments' existing status. Details concerned with this implementation is explained in Section 5.3.5.

As for Selvili Khan, it attains a rather different status. As one half of the building was destroyed during the construction of the road, it becomes impossible to give the building back its originality. Thus, the left half of the khan will be restored consistent with its original characteristics and alignments necessitated by the functions of a museum and a research institute will be held. At present, the courtyard of the building is closely related with the sidewalk. Accordingly, the courtyard will have to be defined by a low wall and this space will be used as an open exhibition area. Various spaces at the ground floor or upper floors of the building will be unified in case it is required and will be used as a library, an archive, exhibition, seminar and study rooms, a photography lab or a laboratory.

While Gaffarzade, Hadji Sadullah, Kemahlı (Kemahlı İbrahim Bey), Meserret and Ragıp Pasha Hotels, all of which were subject to various interventions, will be allocated to their original functions, three types of applications will take place.

Related with Gaffarzade and Hadji Sadullah Hotels, effort will be spent for return to originality of their plan schemes, which are damaged because of commercial land uses. The early schemes of hotel buildings, knowledge obtained from references and characteristic features of hotels with courtyard, will all guide the design. One of the most important applications will be the reconstruction of the courtyards and passages, both of which are converted into closed spaces. The coffee-house, "*kahve*", which was once located at the right hand side of the entrance of Gaffarzade Hotel, the restaurant on the left, together with another "*kahve*", and still another one which is located at the corner of the ground floor of Hadji Sadullah Hotel, all will start functioning. The partially existing upper floor of Gaffarzade Hotel will be completed by the help of existing information. As for Hadji Sadullah Hotel, by the help of the scheme of the ground floor as well as other documents, a new plan scheme will be proposed for the upper floor. As the number of rooms of most establishments are stated in various references, the references can be guiding in terms of the spatial organizations of the upper floors. During the applications to be held at both buildings, the required structural support will be provided. The half-renewed entrance facade of Hadji Sadullah Hotel will be given its original outlook back. The facades will be eliminated from additions and be maintained.

It is thought that the plans and courtyard facades of Kemahlı (Kemahlı İbrahim Bey) and Meserret Hotels, which were subject to certain changes during the restoration, will be re-constructed according to their existing existing situation projects recorded in the near past. In both buildings, similar to the café located near the passage on the ground floor, the shops and the hotel hall will be moved back to their original locations. The upper floors on the other hand, will be allocated to hotel bedrooms. Apart from the addition of an adequate number of units like bathrooms,

toilets, service spaces etc., the plan will not be intervened. Accordingly, the courtyard facades will completely be constructed to be consistent with their original past.

Ragıp Pasha Hotel, which is restored with the allocation of a different function, will be taken back its original use by means of minimal interventions. It is observed that not many changes have been made during the restoration. On the ground floor, the re-establishment of the “*kahve*” at the right hand side of the entrance, the removal of the roof that covers the courtyard and of the stairs that was once added, the alignment of the original hotel hall and the addition of certain spaces like bathrooms, toilets, storage rooms etc., all to be required by a hotel use, are among the applications to be realized in the building.

On the parcels of Ekmekçibaşı, Evliyazade and Hadji Ali Pasha Hotels, all of which do not exist today, the construction of new hotels is an important assent with regard to a holistic approach of the project. Instead of commercial buildings, the parcels will be allocated to hotels which resemble historical hostelry buildings. The main criterion in planning will consist of early hotel schemes of the buildings in question. The early schemes display the dimension and location of units like the courtyard, passage, café and shops. Furthermore, we have a once-altered plan of Hadji Ali Pasha Hotel in hand. Although the original plan has been altered, it is possible to figure out certain measurements from that plan. In the design of the upper floor, the information about the number of rooms to be obtained from references will be evaluated. The principle is to design a considerably plain facade and to avoid any suppositions. In buildings of which information about their facade organizations cannot be obtained, it is proposed that a mere application of a curtain wall will be realized and that only the passages will be emphasized by a simple portal. However, for Hadji Ali Pasha Hotel, which its photographs of the original facades and the facade measurements exist, it is probable for a restitution project to be executed.

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5.3.4 Finance and Management

It is determined that the implementation and management will be realized by a cooperation of public and private foundations. It is most probable that public foundations will not be able to finance the project by themselves. For this reason, a constant control mechanism will have to be run in terms of giving the responsibility of finance and management to a private establishment, which can invest capital in the area, but keep consistent with the conservation of the historical area and in terms of the execution of the project to be kept within its original principles and proposals. The success of the project depends on its application within holistic terms. The parcels of historical hotels and Selvili Khan will be expropriated and be allocated to the proposed functions. The project will be able to amortize itself within a short period of time. The 10 hotels of the region has a lodging capacity of around 260 rooms. The cafés, restaurants and shops located on the ground floors of hotels, also constitute an important resource of income. Furthermore, the two museums and research institutes located within the borders of the designed area, can be taken as another resource of income, with regard to their flow of visitors as well as activities related to tourism of culture.

5.3.5 The Examination of Re-Use Possibilities of Historical Hotels: Case Study in Hadji Hasan (Yeni Şükran) Hotel

The Conservation and Restoration Project of Hadji Hasan (Yeni Şükran) Hotel constitutes an example for those implementations which will be taking place within the framework of “The Conservation and Revitalization Project of Historical Kemeraltı Hotels”. Due to having kept its original function until the present day, this building possesses a special place among the historical hotels. The establishments, which at the first quarter of the 20th Century was listed among the best hotels of the city, was later started to be mentioned as “Yeni Şükran Hotel”. The current name of this building owes its existence to the famous Şükran Restaurant (İzmir ve Havalisi Asar-ı Atika Muhipleri Cemiyeti, 1934, pp.6,14; Nadir, 1926a, p.34; Yurdkoru, 194,

pp.168-169). Information about the historical development and the architectural characteristics, are analyzed in detail in catalogue given in appendix (Figures 233-271). In context of the conservation and restoration project designed for the building, the problems of historical hotel are analyzed, possible solutions are brought forward and proposals for the establishment concerned with a contemporary understanding of serving are discussed.

During the details of the conservation and restoration project of Hadji Hasan (Yeni Şükran) Hotel, the design will be kept loyal to the decisions taken on both regional and building scales of the macro project. In this sense, the adopted idea is that the building will have to sustain its function as a hotel. Similar to the past experiences, together with certain activities like café, restaurant etc., which support the lodging function, a partial commercial activity will also be taking place within the building. The proposed project is prepared within the framework of below criteria:

- the conservation of the original (architectural, structure, materials etc.) characteristics; the permission given only to particular interventions that are inevitable in terms of the sustenance of the buildings' survival;
- in the light of the existing information, the conversion of those parts of the building that were damaged by interventions which has taken place at different times, into their original status, but during this process, the avoidance of any suppositions in spatial solutions;
 - the elimination of buildings from any additions;
 - the new spaces, materials and systems, applied in the building, to be technically distinguished from the older ones;
 - the required maintenance to be realized (repair of elements like the roof, stairs, woodwork etc.; isolations to be applied; the purification of the facades; plastering and painting works; the renewal of the armatures; the damaged casing to be changed etc.);
 - the required support to be provided in structural terms;

- particular units like sanitary spaces, service places etc., which are necessitated for the sustenance of the buildings' survival, other units like air-conditioning, installations etc., and the immovable and movable furniture to be all included within the building.

The existing situation of the building in terms of its spatial, structural and facade organizations and interventions in all fields of work are analyzed as follows:

- *Programme and Planning*: The building which takes place among the group of "Hotel with Courtyard", possesses the characteristics of the group it belongs to. It is composed of spaces gathered around a courtyard with two stories. The proposed restoration project is realized respective of the original programme and plan characteristics of the building, and the aim is to re-organize certain volumes like coffee-house, "*kahve*", and restaurants, which once attained a characteristic quality but were either demolished or became degenerated in time. The interventions in the original plan are restricted only with the organization or addition of service units such as the hotel hall, sanitary spaces, service spaces, all of which are required by the contemporary understanding. The programme of the restoration project involves the below-listed units:

- The Ground Floor: the courtyard and its entrance in the form fo a passage, "*kahve*", restaurant, storage places and toilets, shops, the entrance hall of the hotel;
- The First Floor: the stairs hall, storey office, rooms, service units.

- *The Ground Floor*: The volumes of the ground floor mostly function independent from the hotel section on the upper floors today. The restoration project indicates that both stories is to function as a part of the same establishment, that is, in holistic terms. Due to including commercial land uses, this storey has been subject to more interventions when compared to the upper storey (Figure 237). Each unit is to be elaborately assessed and alignments consistent with the main assents need to be realized (Figure 421).

The courtyard and its entrance: The entrance from the road into the courtyard is provided by a passage of 2 meters long on the Hükümet Street (Anafartalar Street)

direction. The center-ornamented ceiling casing masonry of the passage is adorned by painting. It can be figured out that the buffet located at the right hand side of this space was built afterwards. During the restoration, this unit will be removed. At the right hand side of the L-shaped courtyard, there are porches carried by 13 square columns at two directions.

The rectangular-shaped pool at the center of the courtyard was also built afterwards, therefore, it is more appropriate to re-locate the original pool, that has been moved to a corner somewhere. A part of the courtyard and the passage, should also be taken as the open space of the hotel hall. The entrance of the courtyard especially, is more like a meeting place covered above. The porches provide shadow places for the customers as well.

The coffee-house, "kahve", (shop at present): The space located at the left of the courtyard entrance, was previously used as a bank and is currently functioning as a shop. Within the space with dimensions around 7.85 x 10.70 m. new separations have been applied in accordance with the new function. Under the current conditions, the connections of the building with outer spaces is provided by an access from the street and there exists no door on the direction of the courtyard. It can be traced on the map of 1905 that, just like in other early hotels around, this space was used as a "kahve". The "kahve" also has an access to the passage. In the restoration project, the land use of shops were abandoned so that the "kahve" as a characteristic element was re-organized at its previous location. The divisions were also removed for the space to be designed as a toilet and an open coffee place, "kahve ocağı", and the necessary structural support will be provided. This space will be resembling the old Turkish "kahve"s with its woodwork tables and chairs, shelves and counters as well as its service of narghile (hookah) etc. Parallel to the new organization of Hükümet Street (Anafartalar Street), the land use of "kahve" will be extending outwards. With regard to the usage of the hotel customers, the connection between the courtyard and the "kahve" will also have to be provided.

The restaurant: Şükran Restaurant, which was among the famous restaurants of the city in the past, is more like a Turkish “*meyhane*” (small, unpretentious restaurant that specializes in alcoholic beverages and the sort of food that go well with them) at present. The restaurant that covers an area of about 9.59 x 10.75 m. in dimension, takes its location at a place just behind the “*kahve*”, on the side facing the courtyard. The Şükran Restaurant will have to be designed as an authentic restaurant which serves traditional food of İzmir, such that it gains back the importance it once had. A part of the courtyard will continue being used as the open space of the restaurant. The kitchen, accordingly, will be renewed as to serve better. The service entrance, as it was in the past, will be providing access to the Veysel Cul-de-sac. New sections such as toilets and cloakroom for the working staff, storage places for foods and beverages, sections for the preparation and cooking and service of food, will be taking place within the new design. Furthermore, a toilet to be used by the customers is designed as well.

The storage places and toilets: In order to encounter the requirements of the ground floor, the toilet which currently are located on the left hand corner of the courtyard will have to be re-organized. Inside this unit, a storage space together with two toilets for female and male each, will be taking place. The toilets will be accessed through a hall so that their doors will not be opened directly to the courtyard.

The shops: The shops are small places lined up behind the porches. They are among those most intervened units with such applications as the construction of the shopwindows and the counters, the interior design and the signboards to be hung above etc. At present, 13 shops, which include land uses like perfume-shops, sundries-shop etc. that do not require much amount of space, function in the area. The shops, which are located at the right hand side of the porch, have dimensions of 2.75 x 3.10 m., 2.57 x 3.15 m., 2.80 x 3.05 m. successively, while the dimensions of those on the other side are wider with 2.95 x 5.43 m., and 2.85 x 4.70 m. In both wings, it can be observed that some spaces are used after being unified. During the restoration, all shops will be subject to a shared design. By the help of the addition of

touristic qualification, these spaces will be converted into shops where products that could be demanded by the hotel customers like newspapers, magazines, photograph films, cosmetics, cigarettes, kinds of food and daily consumption goods, are sold. The places that once were unified will be divided into different spaces to be used as shops. The later-dated additions will also be removed from the shops. In new interior decorations, attention will be paid such that the immovable furniture will not be more than required and that the type of materials used will mostly be made up of woodwork.

The entrance hall of the hotel: The hotel hall, which is right on the right of the passage, is a small space of about 4.35 x 4.17 m. in dimensions, including the staircase in its original layout. It is possible to trace the location of the hotel in Insurance Plan of 1905 as well. In recent past, as a result of the addition of the neighbouring shop to the hotel hall, this space was enlarged. In the light of the thought that additional space would be required by the coming groups of tourists, the enlargement of the space was tried to be done by the addition of a shop during the re-organization of the hotel. Those spaces that were added to the hotel hall will, thus, have to be defined by the projecting parts of the walls, which also are structurally beneficial. While the reception will take place inside the original hall of the hotel, the rest of the space will be benefited as waiting and resting places.

° *The First Floor:* At present situation, the first floor consists of the stairs hall, 45 rooms, a storage place, a bathroom including three showers and commonly-used toilets including 6 units on the right and left corners of the corridor (Figure 246). The most important intervention in the plan of this storey has been the re-organization of the bathroom. During the restoration, the general scheme of the upper floor will have to be preserved, interior spaces will be re-designed and uses like private bathrooms and storey offices etc. will be provided (Figure 422).

The stairs hall: Currently the stairs hall is a narrow L-shaped place. Access to this space is provided through the L-shaped stairs as well. A narrow room with

dimensions 1.76 x 2.03 m., opens to the hall of the stairs. By removal of this room, which does not offer a comfortable space for even a single person, a spacious hall can be obtained.

The storey office: It is determined to benefit from a room of dimensions 2.55 x 2.65 m., which is located at the starting point of the corridor, as a storey office.

The rooms: At present situation, most of the rooms are small in space and there exists no bathrooms in any room. According to the restoration project, the aim is to unify some rooms so that rooms of single, double or triple beds with bathrooms can be obtained. The dimensions of the rooms along the first corridor at the right hand side of the building are 2.55 x 2.96 m., 2.84 x 2.93 m. etc., and 2.77 x 2.95 successively. In this section, two rooms will be unified to be used as a bedroom with three beds. A part of the walls are kept for the construction of niches to be used as wardrobes. The other rooms located on the wing across, possess dimensions of 2.97 x 4.27 m., 2.92 x 4.22 m., and 3.00 x 4.23 m. etc., successively. The 5 rooms situated there will have to be preserved as they are, only with the exception of the addition of bathrooms and wardrobes. The rooms in question are double-bed rooms. It can be observed that those rooms which are located on the left wing of the building are small in space with dimensions 2.06 x 2.19 m., 1.90 x 2.60 m., and 1.94 x 2.13 m. etc. At this part of the building, by unification of two, and even three rooms, single- and double-bed rooms are obtained. At the front side, the only intervention proposed for the three rooms of 4.02 x 3.05 m., 4.22 x 3.25 m., and 3.40 x 3.25 m. etc. in dimension successively, is the addition of bathrooms for each. These rooms are organized as double-bed rooms. As a total, the result capacity reaches up to 45 beds with 4 three-bed rooms, 12 double-bed rooms, and 9 single-bed rooms.

The service units: On the first floor, the previous spaces of bathrooms and toilets that were commonly used, will have to be kept at their original locations so that the plan scheme is not depreciated. One of these units will be benefited as a commonly-used toilet, while the rest of them will be functioning as a service room for the

working staff or a storage room etc. The laundry room on the roof flat, which existed in the past times as well, will be sustaining its function.

• *The Structure and Installations:* Apart from the fact that the walls and ceilings of the building are covered with various kinds of casing materials, because of a number of interventions realized at the interior spaces, the information concerning the structure and installations are not sufficient. During the restoration, the building needs to get deprived of all kinds of its casing, and the necessary analysis with regard to the structure should be handled. The existing information gives clues about the materials in that the building is made up of a mixture of masonry and a system of cast iron partially. It is suggested that the main structure of the building should be made stronger and then preserved in such a way that, in case the structural system needs to be supported, the usage of steel structural elements should be proposed. Especially in unified units, such a system or support becomes necessary. In newly-added spaces like the bathrooms, in order to prevent the building to get over-loaded, lightweight concrete materials will be used. As the height of the ground floor permits, the sanitary space installations will be hidden inside the suspended ceiling. (Figures 424–425). The bathrooms will be ventilated above with the help of the opening. In a few rooms which, in the original plan, were illuminated and ventilated by an opening to the sofa, ventilation will also be provided at the roof. Furthermore, there will be climatization system established in the building, causing comfortable conditions compatible with each season. While the establishment goes through a decoration, the original materials as well as the furniture will have to be conserved on the condition that they are maintained. However, in order to provide for hygienic spaces at sanitary units, various armatures, cupboards, and similar demanded elements, will have to be brought in the building.

• *The Facade Organization:* In order to let the building get closest to its original past, effort will be spent for the facades of the building damaged by commercial uses, to be eliminated from additions (Figure 426). The entrance facade of the building reflects those basic principles that are found at the facade organizations of hotels with

courtyard. However, except for the circular-arched portal-shaped courtyard entrance, the ground floor part of the facade is completely damaged (Figure 258-262). The fountain and epitaph placed at the right of the portal is covered by a plate because of peddling. In an old photograph which partially shows the building in its original situation, it is possible to see the entrance portal, the fountain and the epitaph (Figure 263). During the restoration, the fountain will be exposed on the condition that the plate it is covered by, is removed, will be maintained to start functioning. Furthermore, the epitaph and the portal will be purified. The left hand side of the entrance, that is the facade of the “*kahve*” cannot be seen in the old photograph of the hotel. This part of the facade is currently organized completely as a shop window, which prevents any information about the original situation to be obtained. In the restoration project, instead of proposing a supposed model that might give this section a sense of the old, the adopted aim has been to propose a considerably simple curtain wall to rather emphasize the portal. At the existing situation, the balcony with ferforge balustrades that go all along the facade of the upper floor, is shaded by the eaves. It can be derived from the old photograph that the eaves did not exist in the past and that the upper floor facade was curtained by lattice. During the restoration, the eaves of the balcony will be removed and a part of the lattice will be placed as to bring the sense of the past.

Effort will be spent in preserving the courtyard facades to be compatible with their original situation as well. The new elements placed over the facades of Şükran Restaurant and the shops will all be removed (Figures 427-429). The doors and the windows, of which their original shapes have been damaged, will be re-made consistent with other examples. There are two announcement boards placed on the wall right next to the entrance of the hotel. In plan of 1905, as it can be observed that the “*kahve*” had an access to the passage, a proposal design is suggested in the restoration project for the courtyard facade of the “*kahve*”. The plan in question and the dimensions of the upper floor openings, both give clues about the basic information required by the proposal. Furthermore, besides the wearing out of the

plasters and the cracking, as there also is a problem of different colors, it is definitely needed for the exterior facade casing to be renewed to be compatible to its originality.

Such works developed for Hadji Hasan (Yeni Şükran) Hotel, is more like a preliminary design, which might constitute a sample in terms of the re-use of historical hotels. In case “The Conservation and Re-vitalization of the Historical Kemeraltı Hotels” is initialized, each building will have to have detailed analyses and the projects will have to be realized. The realization of the project in question is meant to constitute an important step in terms of not only the preservation of the historical heritage of the city, but also of the development process of the hotel architecture of İzmir.



CHAPTER SIX

CONCLUSION

6. General Framework

Within the context of this thesis, the historical evolution of hostelry buildings and the position within the evolution process of the inner-city hostelry buildings of İzmir, which are dated back to the period between the 17th Century and the first quarter of the 20th Century, have been analyzed and together with the characteristics of the lodging architecture of the past times, the transformations determining the contemporary lodging architecture, have been set forth. Below is the assessment where the specific results attained at the end of this study are exposed.

6.1 The Assessment of the Historical Evolution Process of Hostelry Buildings and the Position of Inner-City Hostelrys of İzmir within This Process

As a result of those information concerned with the whole historical process of the evolution of hostelry buildings, assessed in relation with the developments taking place at İzmir, the below statements can be revealed:

- *“The 18th - 19th Centuries, during which the hotels have emerged out of the historical evolution process of hostelry buildings, constitute a turning point. These centuries are important for they symbolize a period of transition from the traditional understanding and architecture of lodging, to that of the contemporary period. This transformation that has taken place during the 18th century in the*

West, and the 19th Century in the Ottoman Empire and specifically in İzmir, has determined the hostelry architecture of our time.”

Besides such issues as the transportation systems taking place among those factors that affect the hostelry buildings, the reason, type, speed of traveling, the users of these establishments, their organization and management, etc., when other matters as the function of the building type, the programme, the comfort conditions, or the architectural approaches etc., are considered, it can be stated that the evolution process has displayed definite differences between the period until the 18th - 19th Centuries and the period that follows.

° *Transportation Systems, Type of Traveling, Users of Hostelry Buildings:* In past times where the transportation vehicles were horses, camels or carriages etc., the travels generally were to define those activities that have been realized by obligatory reasons. As the speed of the travels were limited, there remained the necessity for a regular use of hostelry buildings along the roads. Another restriction has been the distance of mount and saddle animals to take for one day, which has determined the distance between the hostelry establishments.

For so many years, the travels of trade have constituted the important factor for the establishment of hostelry buildings. The use has as well been necessitated by those travels held for Pilgrimage or militaristic purposes. Particularly the caravan system that could possess a commercial, religious and militaristic purpose, attains a special place within the history of hostelry buildings with the specific type of travels it offers. On the other hand, the hostelry buildings have also served for those who travel for purposes of health, recreation or excursion.

Depending on the type of travels, it is possible to analyze the kind of changes the hostelry buildings have been subject to at different periods. The katagogions of the

Antique Era were generally constructed at places in close connection with the agora, the temple or the thermae. In order to avail for the functioning of their famous trade routes, the Romans had built numbers of hostelry buildings. The xenedokions, "*ksenodokhion*"s, of the Byzantine Era had, more likely, hosted those religious processions of Pilgrimage or provided for militaristic reinforcement. As for the ribats of Asian-Turkish cultures, whereas they were constructed for religious and militaristic purposes at the beginning, in later times, they had begun to define the hostelry buildings along the trade routes. During the Seljuk Era, khans and caravansaries have been constructed in order to encounter the requirements of caravan trade. In the Ottoman period then, caravan trade sustained its position as to constitute the most important factor for the shaping of the hostelry buildings. Besides the trade routes and the city centers, caravansaries and khans were also built along Pilgrimage routes to serve for Pilgrimage caravans and along the expedition routes to supply for the army. The khans of İzmir, which are among the group of the Ottoman khans, were as well organized to support the caravan trade.

As for the Western cultures, the service of lodging firstly given by the monasteries, has later been accomplished by inns that carried different characteristics from khans of the East. Whereas the establishment of the stage coach system increased the traveling facilities starting with the 17th Century, it has also resulted in the renewal of khans. As for the construction of railways in the 19th Century, it has been the start of a new period in transportation.

In the 19th Century, depending on the progress in transportation technology, the speed and duration of travels as well as the understanding of traveling, have also been subject to change. Besides such obligations as business or trade, the act of traveling has become an activity that has often been realized for arbitrary purposes of entertainment, recreation and visiting new places etc. The 18th Century has constituted a period of preparation for the developments to be held in the 19th Century. While in the 19th Century, the trains and

steamships have begun functioning as to carry the trade commodities, the traditional transportation systems have lost their importance.

Following the second half of the 19th Century, in the Ottoman Empire, and respectively, in İzmir, the effort has begun to be spent for the renewal of transportation systems by Western capital. With the construction of the railways, which has been the most important investment in the field, the caravan business has lost its importance, but there still have been some small and regional caravans that sustained their functions for a while.

The afore-mentioned developments have as well resulted in the change regarding the users of the hostelry buildings. In the past, the hostelry buildings which were to shelter such transportation vehicles as caravan animals, carriages etc., together with the trade commodities, from then on has begun to be constructed especially for the requirements of the travelers. The past groups of travelers as “merchants, pilgrims, soldiers” etc., has also been differed and become diversified. Besides those tradesmen and businessmen who have been changed in quality, the travelers, “*seyyah*”s, who have constituted only a small group in the past, have taken the major place within the users of hostelries of this period. Due to such facilities of hostelry buildings as the offer of meals and beverages and entertainment activities, the local public has partially made use of these establishments as well.

Depending on the changes taking place in such factors as the transportation systems, type of traveling or the users of hostelry buildings etc., starting with the 18th Century in the West, and 19th Century in the Ottoman Empire and İzmir, the hotels have emerged as to function within a new understanding of lodging and within a design of a different architectural style. Whereas in the West hotels were being established at city-centers and holiday villages, in relation with the new transportation system, those magnificent “railway hotels” built at the railway stations were also conspicuous. As for the Ottoman

Empire, hotels were constructed there first at large city centers, and in their close surrounding places as summer villages. In these cities, besides the fact that the location of hotels near the sea-ports or the railway stations were considered important, their relations with the transportation system were not as strict as those of the railway hotels of the West.

In the 20th Century, following the developments in land-, sea-, and air transportation, the hotels have also become widespread. The hostelry establishments became varied in their qualifications as hotel, motel, camping, holiday village etc. In the course of time, as the most important factor in shaping of the tourism traveling and the hostelry buildings (accommodation buildings), the tourists have become the most widespread user group of these establishments.

° *Organization and Management of Hostelry Buildings:* In the past times during which the travels were realized within specific systems, owing to the fact that the transportation facilities were rather limited, the government has taken an effective position in the establishment of hostelry buildings. Just as in the Antique Era, in other civilizations as the Byzantine, Asian-Turkish, Seljuks or the Ottomans, it can be observed that the administrations have taken interest in the organization of lodging facilities, or of travels that were sustained for trade, pilgrimage and militaristic purposes. Other activities as providing for the safety of the routes or the controlling of the establishments were also among the duties of the government.

It is possible to give examples from different periods on the subject matter. The functioning of the famous Royal Road in the Antique Era, together with the hostelry buildings along the roads, both were under the responsibility of the state (Herodotos, V/52-54, 1973, pp.309-310; Ramsay, 1960, p.44). The hostelry buildings located all along the Roman roads, were strictly controlled by Magistrates (Williams & Robinson, 1970, p.748). In Asian-Turkish cultures and the Seljuk and Ottoman civilizations, the

state has taken a considerably important position regarding the organization of caravan travels and the establishment of ribats, caravansaries and khans. The fact that the establishment of ribats and caravansaries was among the official duties of the Seljuk rulers or that there have been official administrators appointed to be responsible for the caravan traveling, are the two issues needed to be emphasized. The famous Sultan Khans that were established by the Anatolian-Seljuk Sultans, constituted the most striking example for the state support in this field. Such implementations as the functioning of the unofficial or the controlling of the official caravans, or where the administrators have khans and caravansaries built, all have been continued during the Ottoman period as well.

Regarding the management of hostelry buildings, there have been different implementations held in the East and the West. In Eastern civilizations, these buildings have been institutionalized within the waqf system. Within the mentioned system, whereas the incomes received from khans and caravansaries could be consecrated to the mosques and '*külliye*'s, there could as well be other incomes consecrated to these buildings themselves. The majority of the caravansaries and khans were constructed for public benefit, of which some are known to offer such facilities as free lodging, meals etc. As for the Western inns, they more likely possessed the quality of private enterprises, where the position of state rather referred to accomplishing the legislative regulations about the functioning of khans.

In the 18th - 19th Centuries, while the act of traveling has gained more freedom, the role of the state in the organization of hostelry buildings have been decreased. The new hostelry buildings were then those private establishments where the owners were either individuals or institutions. In the management of establishments, -as to be different from the past-, the public benefit has been disregarded and profitability has gained even more importance. However, still in the Ottoman Empire, it can be observed that there have been some support of the state in the establishment of contemporary hotels. Such a support has been realized as to give certain privileges to the Westerns for the

establishment of modern hotels (Çelik, 1993, p.134). During this period however, similar to those implementations of the West, those hotels that were opened at such big cities as İstanbul and İzmir, have been realized by virtue of individual investments. Another striking point is that, some of the investors in the West consisted of noble people, and in the Ottoman Empire and in İzmir, of known families, including the administrators of the city.

° Functions and Building Programmes: For centuries, besides encountering the basic needs of travelers and animals, the hostelry buildings have as well attained other different functions depending on the factors regarding the reason of travels. Whereas the facilities provided such as being sheltered, resting, sleeping, and offer of meals etc., have in all periods constituted the main functions of these buildings, depending on the conditions of the periods, the included activities and the buildings programmes have been subject to change and diversification.

In Antique Era, it is known that some katagogions have been used not only as places for sleeping and eating, but also as places for entertainment and taverns (Grob, 1979, pp.1384-1385). While some katagogions have possessed a building programme that included the health facility as the cure system, there also have been other examples that comprised both functions of lodging and trade (Hoepfner & Schwander, 1986, p.91). In the xenedokions, "*ksenodokhion*"s, of the Byzantine period, where the pilgrim processions have intensely made use of, there most probably have been the facility of worship included. As for the ribats that belonged to the Asian-Turkish cultures and the Seljuk period, due to the facilities provided for reinforcement of the army and the religion fighters, "*mücahid*"s, on one hand, and because of providing service for the trade caravans on the other, depending on the specific requirements besides lodging, they were to include other functions, such as worship, storage or trade.

The caravan trade that has marked the travels for centuries, has caused the caravansaries and khans, which have served as hostelrys in Seljuk and Ottoman civilizations, to become “multi-functional” buildings as to shelter other activities as commerce and storage. The khans of İzmir, all of which belong to the Ottoman period, have been shaped in this respect.

As for the West, it can be observed that there have been inns of different qualities. The inns have usually offered such facilities as sleeping, eating, entertainment etc., and some taverns called as “alehouses” have also been used as inns (Williams & Robinson, 1970, pp.746-747). There as well were such hostelry establishments that were programmed to thermal spring cures. As can be exemplified as the Hansa building in Antwerp or Fondaco dei Tedeshi and Fondaco dei Turchi in Venice, similar to khans in the East, there also have been exceptional examples serving for a number of different activities as lodging, trade and storage (Pevsner, 1976, pp.237-238). As the latter one has been referred to a Turkish person, gives clues about the fact that there have been Eastern influences as well.

In the 18th - 19th Centuries, the emerging developments have resulted in the differentiation of functions, the organization of different buildings for different activities, and the emergence of new types of building. Similarly, in the Ottoman Empire, besides the loss of importance in caravan trade, together with the new tendencies concerning the understandings of traveling and lodging, the activities of commerce, storage, and lodging have begun to be organized at different buildings. Within this process, the khans constituted the buildings of commerce and storage, and hotels, of lodging. Similar developments have also been experienced in İzmir.

Whereas the functions attained by the hostelry buildings have been subject to change, the same influence has also been valid for the building programmes. Within the programmes of the khans, besides the traveler rooms, there were shops, depots, stables, and other places allocated to such services as cleaning, worship, and various other

activities. As for the hotels, together with the rooms and the service volumes, they have possessed a different building programme with its spaces of entrance hall, various saloons, café, bar, restaurant, and club etc.

It can be revealed that certain places that have been regarded as rather important in the past, have lost their importance within the new hostelry buildings. Owing to the modern transportation systems used, the stables in hotels have been either neglected or only limited space has been allocated to. The spacious depots of the khans on the other hand, have been replaced by the small service units of the hotels. As for the activity of commerce integrated with the lodging activity during the previous period, it takes the system of small shops having no direct relation with the lodging activity at hotels. Especially on the ground floors of the İzmir hotels, where the land value was kept rather high due to their urban location, such different land uses as post office, grocery, printing-office etc. have taken place. However, these land uses have occupied only limited amount of space within the whole of the building. Different from the khans, the hotels constituted such a building type that were organized basically for the function of lodging, where all sub-activities were included to serve that main function.

° *Conditions of Comfort:* In a considerable part of history, the hostelry buildings have been thought to be the institutions where the users could encounter their various needs within minimum standards.

In Antique Era, it is revealed that in katagogions, the conditions of comfort and cleanliness have been disregarded and that the number of good establishments have been rather few. Whereas it were possible to sleep alone in a single room, in some katagogions, one would have to spend the night over a chair (Grob, 1979, pp.1384-1385). In the hostelry buildings of the latter periods however, there were moderate conditions. For example, in the caravansary and khan rooms or the East, as there were no furniture, the travelers would have to bring their beds together. In some khans, the

animals and the people would have to stay all night together at one place. At khans of İzmir, while there have been different spaces organized for the people and their animals separately, it is revealed that there have been no luxury except for the furnace, oil lamp, and a rush mat to lay down on the floor.

In the Ottoman khans, the comfort conditions to be met by one traveler attained an approximately same level, there have been khans of different standards in the West. Besides those khans that were to host the noble people and the Royal family, there also were other where one would have to share the same bed with a stranger (Pevsner, 1976, p.169).

During the 18th - 19th Centuries, there has been a considerable progress in the standards of hostelry buildings. The hostelry buildings have begun to offer more comfortable conditions, more luxurious spaces, and much different facilities. In the interior spaces, furniture and interior-decoration have begun to gain importance. The establishment of the bathrooms organized as commonly-used volumes and the inclusion of washbasins in the rooms, both have been regarded as important developments. Still, however, the private bathrooms within the rooms had to take some time to be constructed. On the other hand, the facilities of the Western hotels were much more developed. Such facilities as the elevator, garbage shaft, ventilation system, central heating, electricity etc., all can be listed among the innovations successively coming into function. However, it is known that, even in the West, there have been hotels of varied standards and that some could not offer the adequate conditions of comfort.

When compared with the ones in the West, the 19th Century hotels of the Ottoman Empire seem to have served under lower standards. There were good establishments like Pera Palace, and Ambassadeurs Hotels in İstanbul, or Kraemer Palace or Grand Huck Hotels in İzmir. Nevertheless, the hotels generally were inadequate in terms of such facilities as the elevator, ventilation, heating, private bathrooms etc.

In hotels of İzmir, there generally were rooms organized with single or double-beds, and in some establishments, a room with double-bed could be given to two different people who do not recognize each other. In the first quarter of the 20th Century, although few in number, there still were those hotels where floor-beds were placed near the bedsteads. The bathrooms, on the other hand, were rather rarely included in the establishments, and the sanitary spaces were organized as commonly-used places. Towards the end of the first quarter of the 20th Century, only two of the luxurious hotels of the city included facilities of hot water and only one a central heating system. Just as electricity, it has also taken so long to bring telephone to be used in the establishments. Despite all the deficiencies in the conditions of comfort, it is certain that the standards of İzmir hotels were comparatively higher than the khans of the past.

° *Architectural Approaches:* In a considerable part of the evolution process, the hostelry buildings were organized with specific plan schemes and limited building programs. For instance, it is revealed that the katagogions of the Antique Era exposed in different cities, seem to have similar plans. The same is as well true for the architecture of ribats, caravansaries and khans. The caravansaries and khans of the Anatolian-Seljuk period have been shaped according to three different types, whereas those of the Ottoman period to two main schemes. Accordingly, it is possible to place the khans of İzmir generally into the same typological system. The effectiveness of the central authority in the establishment of these buildings, has undoubtedly constituted an important factor in the emergence of a similar architecture style in the different regions of the country. Though there has also been widely used schemes in the Western khans, when compared with the Eastern ones, it can be stated that they have been developed under more unconstrained conditions.

In the new hostelry buildings emerging in the 18th – 19th Centuries, it can be observed that the traditional schemes have, to a great extent, been abandoned and that new spatial

organizations have been proposed. In hotels, such architectural problems as spatial organization, mass, aesthetics, etc., all were approached within a different understanding. Besides the single- or double-bed rooms, the inclusion of different units as the suite rooms, the separate or integrated organization of spaces as café, bar, and restaurants, the different saloons to be used for purposes of balls, lectures, reading etc., the lobby, or the innovated sanitary spaces, all have aided in the spatial organization of the hotels to become enriched. With the help of the technology developed throughout this period, the buildings were upgraded and the facades have accordingly gained importance. In context of trends of the period, the suggested alignments and ornamentation could be observed in facades of the hotels.

It can be stated for in the Ottoman Empire, that there has been new plans developed for the new hostelry architecture and that the different designs used have become diversified. As can be exemplified in İzmir, whereas the hostelry architecture would change from one city to another, it could as well display different characteristics within the different districts of the same city. Though the hotels of İzmir have attained such characteristics as to be different, in terms of the hostelry architecture, from those of the past, in some examples, the traces of the old traditions can be observed as well.

On the matter of the transformation of hostelry buildings as elaborately explained above, there remains another subject to be emphasized. With the emergence of hotels, a period has been started in hostelry architecture, to be sustained up until the current day. However, this transformation has also initiated another process where the hostelry architecture will, in the long-term, be losing its local characteristics around the different cultures of the world and where it will, then, be gaining a universal quality to develop further.

- *“ The change taking place in the understanding of lodging in the Ottoman Empire and the transition from the khans, as the traditional hostelry buildings, to*

hotels, as the contemporary hostelries, both have been realized as to be reliant upon the Western effects intensified during the 19th Century. In terms of the modernization process of the hostelry buildings, İzmir, together with İstanbul, has emerged as one of the two important cities of the Empire.”

Since the 18th Century in the Ottoman Empire, there have been reforms taking Europe as the model and the actual results of this preparation period has been exposed in the Westernization period during the 19th Century. The impacts of the Westernization period have been in question in almost all economical, social, architectural, urban etc. fields and have especially left traces on the big cities of the Ottoman Empire. The hostelry architecture then constituted one of the most-affected group of buildings within this atmosphere. The new understanding of lodging, which has emerged in the 18th Century in Western countries and gone through an important period of time during the 19th Century, together with its architectural influences, has been reflected in the Ottoman Empire in this period. Accordingly, such developments about this type of building, taking place at İzmir, as a city where khans were replaced by hotels, have actually constituted an integrated part of the developments realized both in the West and the Ottoman Empire.

The change taking place in the understanding of lodging has first been emerged at large cities of the Empire as İstanbul and İzmir. Besides that they possessed a cosmopolitan demographic structure and that they execute relations of trade with the West, and with the addition of the fact that they have witnessed Westernization movements within, the two cities have become such centers that are open to all effects of this foreign culture. While the Europeans (who have been settled at these cities or who have come there for temporary visits) bring together their own cultural understandings and life styles, they have demanded for the services they had been used to back in their native countries, and thus, have impacts upon the developments in question. The same demand can also said to leave obligatory impacts over the modernization of the lodging sector. In this respect, in the settlement areas of the Westerns as Pera in İstanbul, the

coastal line of the Frank district in İzmir etc., the first hotels of the Empire have begun to function. Whereas the majority of the hotel investors, managers, and users were foreigners, it has been much later for the Turks to take action in the sector of hotels.

In the 19th Century, the effects left by the Western world upon İzmir have been felt in the social, economical and urban structurings as well. When the hostelry buildings were in question, this interaction has rather had influences on the transition from khans to “hotels” and the on the adoption of the concept of “hotel”. As for the similarities in architecture, some type of hotels seem to be limited in their building programmes and the facade organizations. The hotels of İzmir, besides the Western impacts, have been shaped by interpretation of the effects of the tradition of Ottoman khans within the building styles determined by the specific conditions of the city.

Together with the emergence of hotels in İzmir comparatively later than those of the Western countries, the adoption of this institution brought from the West, has as well taken long in a society that has much different styles of life. Accordingly, the opening of hotels at some districts of the city has dated to the beginning of the 20th Century. Such a progress has also affected the development of hostelry architecture. It is revealed that the hotels of İzmir have been behind those in Europe and America in terms of programme, spatial organization, capacity, interior decoration and of various standards.

When compared to some establishments in Europe, even the hotels of Birinci Kordon Street, all of which serve for the Westerns, seem to attain simpler spatial organizations. In Europe, there were such extensive establishments as Dessin Hotel in Calais, which, even during the 18th Century, included a theater, offices, shops and a splendid interior decoration, Hotel de Henri Quatre in Natres, which is conspicuous with its magnitude and decoration, etc., being constructed. Badischer Hof Hotel, which has begun functioning at the beginning of the 19th Century in Baden-Baden, with its units as salons, galleries, library, bathrooms, stables, parking areas etc., exemplifies the differences in

standards (Pevsner, 1976, p.173). As for İzmir, though there were such places as Kraemer Palace or Grand Huck Hotels, both attractive with their distinguished restaurants, cafeterias, or clubs, these hotels did not include complex organizations as the above-mentioned examples. Just like the Ioannina and Macedoine hotels located at the same region, some establishments even did not include any restaurants within. The concept of lobby was not completely adopted yet. Since the commercial uses were in majority on the ground floor, there could be no complete unity achieved between the lower and the upper floors. As for the Western examples, it can be observed that the general uses of the hotels seem to occupy a considerable amount of space on the ground floor.

As the parcels in the city of İzmir were narrow and that the buildings were generally two- three- or four-storied at most, respectively, the bed capacities are necessitated to be limited. In most hotels, the number of rooms were varied between 15 - 50. Contrarily though, buildings of extensive establishments like Midland Grand Hotel in London with its 250 rooms, Grand Hotel in Paris with its 700 rooms, or Frankfurter Hof Hotel in Frankfurt with its 240 rooms, were all being constructed. Of the most early examples in New York, the City Hotel was a five-storied building with its 73 rooms, and before the end of the century, Waldorf-Astoria Hotel, had begun functioning with its 1500 rooms (Pearce, 1989, pp.57-58; Pevsner, 1976, pp. 174, 184, 188, 190). In the West the construction of hotels with larger capacity, more comfortable conditions, and with more stories, was also availed by the technological developments providing for successive innovations.

In the capital İstanbul, which has been going through a similar process, it is possible to state that hostelry architecture has been one step ahead from that of İzmir. The most obvious example of this is Pera Palace Hotel, serving as hotel with 145 rooms of European standards with its enriched spaces, luxurious decoration, and all other facilities offered. When the hotels of İstanbul and İzmir are compared with each other in terms of

their plans, it can be stated that there exists no scheme in common. However, that the facades have increasingly been organized generally within neo-classical style of the Western architecture, emerges as an exceptional characteristic to be shared by the hotel architecture of both cities.

The units included in the hotel programs, as café, bar, restaurant, or clubs, all were those spaces which have occupied an important place within the social lives of the two cities. The balls and parties organized at the distinguished establishments like Pera Palace in İstanbul or Kraemer Palace in İzmir, were of considerable interest. The good hotels, as well included well-known restaurants of a large capacity. However, the mostly-used spaces of the hotels were the bars and cafés, as to be visited by different groups of people both. The post offices were as well among those general uses placed at the ground floors of the hotels. For instance, while the Osmanlı Post Office would take the ground floor of Grand Huck Hotel as its location in İzmir, similarly Grande Bretagne Hotel sheltered the Italian Post Office in İstanbul.

In most hotels of İstanbul and İzmir, the Western impact can be traced in the names and offered facilities of the establishments. In both cities, the names “Londres, Constantinople, Egypte” has occurred to be in common in both cities. In such hotels, it could be possible to benefit from such facilities as cuisine of different nations, drink cellars, foreign magazines, and guides who could speak a number of languages, etc. This can be exemplified by the advertisement of “Hotel d’Angleterre et Royal” in İstanbul (Duhani, 1984, p.38).

“Hotel d’Angleterre et Royal. At the city center, a legendary look towards İstanbul and Haliç. Rooms faced at the neighbouring Embassy of United Kingdom. Suites and saloons for the families. English and French cuisine. Coupons Cook.”

It can be observed that both in İstanbul and İzmir, the hotels have emerged as to be among the symbolical buildings of the city. Pera Palace Hotel, which, besides its architectural characteristics or service of high standards, has taken an important place among the Ottoman hotels with the historical events it has witnessed and the style of life offered, can be depicted as a building that has contributed in the identity of İstanbul. Similarly, Kraemer Palace Hotel in İzmir, by virtue of its capacity, conditions of comfort or its contributions in the social life of the city, has possessed a symbolical quality as the highest building along Kordonboyu.

In the course of time, the institution of hotels has become widespread around the whole country. As for İstanbul and İzmir, they have accordingly taken their places among those cities where the modernization was initiated at hostelry buildings. Though the hotels emerging at those cities could not be able to catch up with the standards of the era as required, the point to be emphasized is that the transformation taking place at hostelry buildings has been realized as to be approximately synchronic with the general process.

- *“ The tradition of building with courtyards in hostelry architecture, has kept its existence since the Antique Era through the different interpretations of different cultures. Accordingly, in the inner-city hostelry buildings of İzmir dated back to the period between the 17th Century and the first quarter of the 20th Century, has availed for buildings with courtyard in hostelry architecture.”*

In case it is required to make a brief definition, the hostelry buildings with courtyard are usually two-storied buildings with a square or an approximately-square shape, where it is planned within a scheme defined by spaces gathered around a porched / peristyled courtyard. However, in different civilizations, within the framework of requirements, traditions and possibilities, this scheme has been interpreted in terms of shape, proportion, mass, aesthetics, details, inner-outer space relations etc., and each culture has then achieved to attain its specific hostelry buildings.

In katagogions of the Antique Era, the spaces were aligned up around a peristyled courtyard and in some, there were more than one courtyard. It is also suggested by some researchers that the xenedokions, "*kxenodokhion*"s, of the Byzantine period, which there exists no specific example at present, as well had a similar scheme (Güran, 1976, p.2; Sözen & Tanyeli, 1986, p.2). In ribats and caravansaries of Asian-Turkish states and the Seljuks, the plan scheme with courtyards has also been used and these buildings have been erected as monumental buildings with their regular forms, symmetrical orders and emphasized entrances. In the Ottoman period, the caravansaries and khans have constituted a type of the hostelry buildings of the Empire.

The scheme with courtyard, would avail for certain advantages in terms of the uses within the hostelry buildings. In past periods during which such type of planning was regarded as an important matter of security, it can be observed that this scheme has rendered it possible to obtain a protected open space within the building. The shaded and cool inner-courtyard was especially efficient in terms of climatic conditions. Particularly in the hostelry buildings of the Eastern culture, the courtyard was also important as a place where the loading and unloading of the caravan animals was accomplished or where the trade commodities were marketed.

On the other hand, in those hotels, which have emerged with the 19th Century, though the usage of plans with courtyard appears to be occasional, it can be observed that the scheme has lost its level of dispersal and that the tendency has been inclined towards different searches. Within the Republican Period, while the modern architectural style has marked the hostelry architecture, such temporary tendencies as trends like National Architecture, could not be able to prevent the breaking of the bonds with the traditional one. Still, though by a very different interpretation from the past, the "inner-courtyard" has been used by hotel buildings until the current day.

On the other hand, in the different periods of the architecture of inner-city hostelrys in İzmir, the courtyard emerges as an element of identity for the buildings. In the period between the 17th and the 18th Centuries, whereas the “khans with courtyard” would serve as hostelrys, during the period between the 19th Century and the first quarter of the 20th Century, it has been the “hotels with courtyard” constituting a type among the hotels of İzmir. It remains to be a point to be emphasized that in the period during which the hostelry architecture of İzmir has experienced a change, the tradition of buildings with courtyard has still been pursued.

Another point to be emphasized is that the buildings with courtyard were present in hostelry architecture of the West as well. The traditional scheme used in European inns, is the settling of various spaces around a courtyard and the allocation of the ground floor to such activities as the kitchen, stable etc. and the upper floor to the rooms. As to be different from the Eastern khans, in Western inns, the courtyard has generally been a covered space.

It is required to underline the point that the buildings with courtyard emerge in hostelry architecture of the different cultures. Besides depending on the transposition of an existing tradition throughout the ages, this is also related with the fact that the buildings with courtyard has constituted the most appropriate scheme in terms of the hostelry understanding and requirements of the past times.

6.2 The Assessment of Development Process of the Inner-City Hostelry Buildings of İzmir between the 17th Century and the First Quarter of the 20th Century

It can be concluded from the development of the city of İzmir during the process between the 17th Century and the first quarter of the 20th Century and from the

assessment of the information regarding the inner-city hostelry buildings emerged during this process, as follows:

- *“The development of inner-city hostelry buildings of İzmir between the 17th Century and the first quarter of the 20th Century, has been realized as to be reliant upon the economical, social and urban conditions of the city during the period. The development of the city within that process can be analyzed in two separate periods. The First Period comprises the 17th and the 18th Centuries, and the Second Period the 19th Century until the first quarter of the 20th Century. The same time periods, as can be explained by the terms “khan” and “hotel”, also determine the development periods of inner-city hostelry buildings.”*

In the First Period, the city has begun gaining importance in terms of trade activities such that the economical progress has affected the social and the urban conditions. Whereas the long-range caravan trade inclined towards İzmir constituted the main factor with regard to economical progress, there have also been affirmative events contributing in this development, such as the foreigners given commercial privileges or the foundation of the Levant Company. As a result of the resurrection of the commercial life attracting the minorities and the European merchants towards the city, a cosmopolitan social structure consisting of Turks, Greeks, Jews, Armenians and Levantines, were to be constituted. In the end, there could emerge a settlement pattern where the different ethnic groups have taken different districts to settle at, with the traditional commercial center at Kemeraltı and the foreign merchants at Frank Street. These developments of the First Period has necessitated the construction of those buildings to encounter the various needs of the long-range caravans and merchants in the city. The “khans” located at Kemeraltı district during that period, have sheltered the lodging activity and the other long-range activities to related with long-range caravan trade.

In the Second Period, there have been important changes taking place in terms of the economical, social and urban fields in İzmir, and architecture has as well been influenced by these changes. In this period during which Industrial Revolution was in question around Europe, the East was regarded as a market for the supply of raw materials and marketing of products for the Western industry to benefit from. Owing to its location availing for a connection between the East and the West, İzmir was accordingly important as a city of port. Further on this period, the long range caravan trade has lost its importance and the Westerns have become effective in economical life. Many of the investments like the railways, quay, tramway etc. were realized by Western enterprises. While the cosmopolitan social structure of the city has been pursued, the Western style of activities have become prevailing in life. As the city grew with its trade centers and the ethnic districts of the past, there also were to be new buildings necessitated by the new life style. Together with the developments experienced in the Second Period, the demanded matters of the hostelry buildings have also been subject to change. The relations between the East and the West that were augmented with the progress of transportation technology, have constituted the most important factors within the process of change. During this process, the “hotel”s established as to start from the Frank district, were the new hostelry buildings of the period.

- ***“The development process of the inner-city hostelry buildings of İzmir display specific differences at various regions of the city. Together with the Kemeraltı district, the Marina until the construction of the quay, and following the construction, the Birinci Kordon Street and its environs, have constituted the two main settlement districts of these buildings.”(Table 6.1)***

Table 6. 1. Urban Locations of Historical Hotels of İzmir

| HOTEL NAME | DATE | URBAN LOCATION |
|---|---|---|
| PASSAGED HOTELS | | |
| <i>Center-passaged hotels</i> | | |
| Commune | 19 th Century | Birinci Kordon and İkinci Kordon Streets |
| Edremit | | |
| Egypte | | |
| Elphiniki | | |
| Epire | | |
| Grand Huck | | |
| Kraemer Palace | | |
| <i>Side-passaged hotels</i> | | |
| Ioannina | 19 th Century | Birinci Kordon and İkinci Kordon Streets |
| Londres | | |
| Macedoine | | |
| Roumelie | | |
| The one located near the Russian Post Office | | |
| HOTELS WITH SIDE ENTRANCE | | |
| Alexandrie | 19 th Century | Birinci Kordon and İkinci Kordon Streets |
| Anatolie | | |
| Constantinople | | |
| Ile Metelin | | |
| Lespos et Kidonie | | |
| HOTELS WITH COURTYARD | | |
| Ekmekçibaşı | First quarter of the 20 th Century | Kemeraltı |
| Evliyazade | | |
| Gaffarzade | | |
| Güzel İzmir | | |
| Hadji Ali Pasha | | |
| Hadji Hasan(Yeni Şülkran) | | |
| Hadji Sadullah | | |
| Kemahlı | | |
| Meserret | | |
| Ragıp Paşa | | |
| HOTELS CONVERTED FROM HOUSES INTO HOTELS | | |
| Büyük Abdülkadir Pasha | First quarter of the 20 th Century | Kemeraltı |
| Naim Palace | | Birinci Kordon Street |
| Sadık Bey | | Basmahane |
| Zevk-i Selim | | Kemeraltı |

| HOTELS WITH DIFFERENT PLAN SCHEMES | | |
|--|---|-----------------------|
| <i>Hotels with different plan schemes of the 19th Century</i> | | |
| Astre d' Anatolie | 19 th Century | Osmaniye Street |
| Concorde | | Birinci Kordon Street |
| Leonidas | | İngiliz İskelesi Road |
| Ville | | İkinci Kordon Street |
| <i>Hotels with different plan schemes of the 20th Century</i> | | |
| Ankara Palace | First quarter of the 20 th Century | Kemeraltı-Konak |
| Aydın-Kasaba(Huzur) | | Fevzi Pasha Boulevard |
| Bahçeli | | Gaziler Street |
| Ege Palace | | Birinci Kordon Street |
| İzmir Palace | | Birinci Kordon Street |
| HOTELS WITH UNKNOWN TYPOLOGY | | |
| <i>Hotels with unknown typology of the 19th Century</i> | | |
| Europe | 19 th Century | Frank District |
| Great Smyrna | | Marine |
| Mille | | Tenekides Passage |
| Orient | | Frank District |
| Royal Navy | | Marine |
| <i>Hotels with unknown typology of the 20th Century</i> | | |
| Anadolu | 20 th Century | Arasta |
| Asya(Birinci Kordon Street) | | Birinci Kordon Street |
| Asya(Kemeraltı) | | Kemeraltı |
| Ardahan | | Kemeraltı |
| Balıkesir | | Tilkilik |
| Central(Merkez) | | Birinci Kordon Street |
| Cihan | | Kestelli Street |
| Cihan Palace | | Tilkilik |
| Cumhuriyet | | Basmahane |
| Ferah Pension and Şerif Pasha | | Kestelli Street |
| İstanbul Hotel | | |
| Hadji Saadeddin | | Kemeraltı |
| Halk | | Kestelli Street |
| Mesut | | Kemeraltı |
| Selçuk | | Keçeciler |
| Şark | | Basmahane |
| Tevfik Pasha | | Tilkilik |
| Uşak | | Keçeciler |
| Yeni Anadolu | | Basmahane |
| Yeni İzmir | | Keçeciler |
| Yeni Zafer | Basmahane | |

° *Kemeraltı*: In the First Period, Kemeraltı has been the district where the traditional trade center was located as to include the hostelry buildings. The khans, were as well located in this region, since they were to serve the long range caravan trade, and their distribution has been denser towards the inner-bay. In the Second Period, the transition period buildings, which, though being called “khans” in the 19th Century, have availed for a much different service from the khans of the past and which had a plan scheme similar to the hotels of the coming period, have emerged. These buildings between khans and hotels, are named as “Early Kemeraltı Hotels” within the context of this thesis. Almost all buildings in question have begun to be called as hotels in the first quarter of the 20th Century under the same or different names. Within this process, whereas some buildings have gone through specific renovations and amendments, there also were new hotels constructed. It can be observed that, as to be different from the khans of the First Period, the early hotels and the hotels have been located more intensely at places close to Konak in Kemeraltı and along the Hükümet Street.

° *Marina, Birinci Kordon Street and its Environs*: The development of hostelry buildings within this district has been realized especially in the Second Period. Nevertheless, it is revealed that there have been some pensions managed by especially the Levantines and the non-Muslim minorities in the First Period. Along the coastal line where numbers of hotels were opened during the 19th Century, the activity of lodging has rather been intense until the 1922 Fire. Then in the following period, though lessening in number, the hostelry buildings have kept their location around this district.

° *The Other Districts*: In the first quarter of the 20th Century, the hotels have begun to be widespread at various regions of the city as Tilkilik, Basmahane, Kestelli Street, and Kemer Street etc. This development can be regarded as a sign where the new understanding of lodging was accepted around the whole city. Accordingly, the increase in the necessity for the establishment of hostelry buildings in the city has been an obligatory effect in the opening of new hotels as well.

• *“In the First Period between the 17th and the 18th Centuries, the khans that have constituted the inner-city hostelry buildings of İzmir can be classified as follows:*

-Khans with Courtyard

◦ *One-storied khans with courtyard*

◦ *Two-storied khans with courtyard”*

In previous researches, the khans of İzmir have been evaluated under the status of “Khans of the Ottoman Period” and have been classified according to their plan schemes. In this classification, the khans divide into two groups as “khans with courtyard” and arasta-like or passaged khans”. However, in case they are assessed in terms of their functions, it can be figured out that not all have been used for the act of lodging. Together with a group of khans with courtyard, in general, the passaged khans dated back to the 19th Century, were to function only for activities like trade, storage and offices etc.

It is determined that the khans of İzmir including the activity of lodging were those buildings with courtyard. This scheme where there were service units, stables and commercial units on the ground floor, and passenger rooms on the upper floor, would then constitute an appropriate solution for the requirements of long range caravan trade on one hand, and the compact plan of Kemeraltı on the other. The one-storied organizations with courtyard were rather few, whereas the two-storied ones were more widespread.

• *“In the Second Period between the 19th Century and the first quarter of the 20th Century, the hotels that have constituted the inner-city hostelry buildings of İzmir can be classified as follows: (Table 6.2)*

- Passaged Hotels

◦ *Center-passaged hotels*

- *Side-passaged hotels*
- *Hotels with side Entrance*
- *Hotels with Courtyard*
- *Hotels Converted from Houses into Hotels*
- *Hotels with Different Plan Schemes*
 - *Hotels with different plan schemes of the 19th Century*
 - *Hotels with different plan schemes of the 20th Century*
- *Hotels with Unknown Typology*
 - *Hotels with unknown typology of the 19th Century*
 - *Hotels with unknown typology of the 20th Century*

The most important criteria in an typological analysis is to be the plan scheme and such factors as the building programmes, facade organizations, various cultural impacts upon architecture, and urban location etc., all have been effective in the determination of the building type. The passaged hotels, hotels with side entrance and hotels with courtyard, attain special importance as the characteristic hotels of a period during which the understanding of lodging has gone through change in İzmir.

Whereas the passaged hotels and hotels with side entrance, located along Birinci Kordon Street, both have reflected the effect of the Western culture by their building programmes and facades, in terms of their plan schemes, they attain spatial organizations that are specific to the city of İzmir. This group of hotels, of which the managers and owners were the Levantines or the minorities, have more often served the European merchants or the travelers and have offered the facilities of food, beverages and entertainment etc., of the Western style.

Table 6. 2. Classification of the Historical Hotels of İzmir




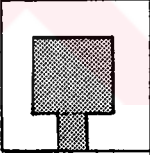
| HOTEL NAME | DATE | TYOLOGY | PLAN SCHEME |
|--|---|---|--|
| | | <i>Passaged Hotels</i> | |
| Commune | 19 th Century | Center-passaged Hotels |  |
| Edremit | | | |
| Egypte | | | |
| Elphiniki | | | |
| Epire | | | |
| Grand Huck | | | |
| Kraemer Palace | | | |
| Ioannina | 19 th Century | Side-passaged Hotels |  |
| Londres | | | |
| Macedoine | | | |
| Roumelie | | | |
| The one located near the Russian Post Office | | | |
| Alexandrie | 19 th Century | Hotels with Side Entrance |  |
| Anatolie | | | |
| Constantinople | | | |
| Ile Metelin | | | |
| Lespos et Kidonie | | | |
| Ekmekçibaşı | First quarter of the 20 th Century | Hotels with Courtyard |  |
| Evlilyazade | | | |
| Gaffarzade | | | |
| Güzel İzmir | | | |
| Hadji Ali Pasha | | | |
| Hadji Hasan (Yeni Şükran) | | | |
| Hadji Sadullah | | | |
| Kemahlı | | | |
| Meserret | | | |
| Ragıp Pasha | | | |
| Büyük Abdülkadir Pasha | First quarter of the 20 th Century | Hotels Converted From Houses Into Hotels | |
| Naim Palace | | | |
| Sadık Bey (Yeni Sadık Bey) | | | |
| Zevk-i Selim | | | |
| | | <i>Hotels with Different Plan Schemes</i> | |
| Astre d'Anatolie | 19 th Century | Hotels with Different Plan Schemes of the 19 th Century | |
| Concorde | | | |
| Leonidas | | | |
| Ville | | | |

Table 6. 2. Classification of the Historical Hotels of İzmir

| | | | |
|--|--|--|--|
| Ankara Palace | First quarter of the 20 th cen- and even beyond | Hotels with Different Plan Schemes of the 20 th Century | |
| Aydın-Kasaba(Huzur) | | | |
| Bahçeli | | | |
| Ege Palace | | | |
| İzmir Palace | | | |
| | | <i>Hotels with Unknown Typology</i> | |
| Europe | 19 th century | Hotels with Unknown Typology of the 19 th Century | |
| Great Smyrna | | | |
| Mille | | | |
| Orient | | | |
| Royal Navy | | | |
| Anadolu | First quarter of the 20 th Century | Hotels with Unknown Typology of the 20 th Century | |
| Asya(Birinci Kordon Street) | | | |
| Asya(Kemeraltı) | | | |
| Ardahan | | | |
| Balıkesir | | | |
| Central(Merkez) | | | |
| Cihan | | | |
| Cihan Palace | | | |
| Cumhuriyet | | | |
| Ferah Pension and Şerif Pasha İstanbul Hotel | | | |
| Hadji Saadeddin | | | |
| Halk | | | |
| Mesut | | | |
| Selçuk | | | |
| Şark | | | |
| Tevfik Pasha | | | |
| Uşak | | | |
| Yeni Anadolu | | | |
| Yeni İzmir | | | |
| Yeni Zafer | | | |

Besides the fact that the tradition of Ottoman khans has left its impacts upon the plan schemes of hotels with courtyard at Kemeraltı, these buildings expose a new understanding by virtue of both their spatial organizations and their building programmes and facade organizations. The hotels with courtyard, where, just like their managers and owners, the customers mostly consisted of Turks, have more often hosted the regional tradesmen and the provincial guests visiting the city for various business reasons.

During the first quarter of the 20th Century, some houses located around various districts of the city as Basmahane, Birinci Kordon Street etc., have been converted into hotels. Since these buildings were actually not constructed as hotels, they cannot avail for adequate information about the architectural characteristics of this type of building, but they still can be regarded as important in terms of highlighting the development process of hotels within that period.

As for those hotels which have been shaped as to be different with regard to the identified characteristic types of hotels, they have as well been placed within a separate group. Together with some hotels dated back to the 19th Century and located at Frank district, those opened in the first quarter of the 20th Century at various places around the city as Basmahane, Kemeraltı, Birinci Kordon Street etc., both take place within this separate group. Though each hotel displays different architectural characteristics, depending on the architectural trends and the understanding of hotels of their specific periods, they can as well share certain qualities regarding their urban location, building programmes, interior-exterior space relations, ornamentation etc.

In the period between the 19th Century and the first quarter of the 20th Century, the hotels of İzmir, of which their plan schemes and typologies appear to be unknown for they are mentioned in various references, but have been either demolished or their traces have become out of reach, also constitute another group in the classification.

6.3 The Assessment of Historical Inner-City Hostelry Buildings of İzmir within the Republican Period and the Present Time

As a result of the assessment of the information, within the Republican Period, regarding the development of the inner-city hostelries of İzmir dated to the period

between the 17th Century and the first quarter of the 20th Century, and of their status at present time, the following concluding remarks could be attained.

• “The majority of the historical hostelry buildings of İzmir have been demolished. As for those which could reach the current day, they are faced up with serious problems of conservation. Besides the fact that these buildings attain a historical value each, the act of conservation is as well important, for they indicate the position of İzmir within the evolution process of the hostelry buildings and provide documentary information as buildings displaying the great transformation realized in hostelry architecture.”

The researches held in context of this thesis, have shown that the loss of the original functions of the inner-city hostelry buildings of İzmir, has left important impacts causing the buildings to become damaged and then be demolished. Within the process following the emergence of hotels, the khans have abandoned the function of lodging, kept its additional functions as trade and storage etc., and during the Republican Period, have more often been used for such damaging activities as manufacture, workshops etc. A part of those hotels dated to the period between the 19th Century and the first quarter of the 20th Century, have been demolished in the 1922 Fire and another part during the Republican Period. A number of others, on the other hand, have been left behind the modern developments in hostelry architecture, become worn-out in terms of worsening physical conditions, and in the end, have become obliged to adapt to different uses.

The historical İzmir khans and hotels, both of which display the two different periods in terms of the understanding of lodging, should be conserved and be carried onto the future. The conservation problems of these buildings should be taken into consideration within the framework of a comprehensive project in macro-scale, the conservation implementations should be supported by studies of research, examination and documentation and the studies should as well be furthered on. Particularly by means of

upgrading the specific conditions of the rare number of those historical hotels which still exist today, it will be meaningful to avail the to serve in their original functions for both the city of İzmir and the hotel users of our time. By the help of conscious studies and implementations of conservation, the two different periods of hostelry architecture in İzmir will be exposed and these buildings, which constitute an important part of the historical heritage of the city, will then be carried onto the future.



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APPENDIX I

**A CATALOGUE FOR THE HISTORICAL
HOTELS OF İZMİR**

This catalogue consists of the information of sixty-five hotel buildings of İzmir dated between the 19th Century and the first quarter of the 20th Century. In preparation of this catalogue, the groups determined as a result of the classification held in context of this thesis for the hotels of this period, are taken as the basis of study. In this respect, six group of hotels are mentioned in the catalogue.

1- Passaged hotels

- Center - passaged hotels (Commune, Edremit, Egypte, Elphiniki, Epire, Grand Huck (Hotel des Deux Auguste, Hotel M. Mille), Kraemer Palace Hotels)
- Side - passaged hotels (Ioannina, Londres, Macedoine, Roumelie Hotels with the Hotel located near the Russian Post Office).

2- Hotels with side entrance (Alexandrie, Anatolie, Constantinople, Ile Metelin, Lespos et Kidonie Hotels.)

3- Hotels with courtyard (Ekmekçiabaşı, Evliyazade, Gaffarzade, Güzel İzmir, Hadji Ali Pasha, Hadji Hasan (Yeni Şükran), Hadji Sadullah, Kemahlı (Kemahlı İbrahim Bey), Meserret, Ragıp Pasha Hotels)

4- Hotels converted from houses into hotels (Büyük Abdülkadir Pasha, Naim Palace, Sadık Bey (Yeni Sadık Bey), Zevk-i Selim Hotels)

5- Hotels with different plan schemes

- Hotels with different plan schemes of the 19th Century (Astre d'Anatolie, Concorde, Leonidas, Ville Hotels)
- Hotels with different plan schemes of the 20th Century (Ankara Palace, Aydın - Kasaba (Huzur), Bahçeli, Ege Palace, İzmir Palace Hotels)

6- Hotels with unknown typology

- Hotels with unknown typology of the 19th Century (Europe, Great Smyrna, Mille, Orient, Royal Navy Hotels)
- Hotels with unknown typology of the 20th Century (Anadolu, Asya (Birinci Kordon Street), Asya (Kemeraltı), Ardahan, Balıkesir, Central, Cihan, Cihan Palace, Cumhuriyet, Ferah Pension and Şerif Pasha İstanbul, Hadji Saadeddin, Halk, Mesut, Selçuk, Şark, Tevfik Pasha, Uşak, Yeni Anadolu, Yeni İzmir, and Yeni Zafer Hotels)

1.1. Passaged Hotels

Within this group twelve hotels, seven of which having “a center passage” and five of which “a side passage”, have been analyzed (Figure 164). Hotels with a passage which were situated at Birinci Kordon Street and dated on the 19th Century, were all destroyed during the 1922 fire and thus could not reach the current time.

1.1.1. Center-Passaged Hotels

Commune Hotel (Hotel la Commune), Birinci Kordon Street
(Figures 165-167)

On the 1905 insurance plan, the building can be noticed to be located at Birinci Kordon Street, lot number 49. (Figure 165a). The parcel including the hotel was

surrounded with such uses like restaurant, wine storage, café and bar on both sides. It was one of the 19th Century hotels.

The 1905 year plan informs about the plan scheme of the building having disappeared in our time (Figure 165b). The building was then situated at a long and narrow parcel and had a passage in the middle of its ground floor connecting the Birinci and İkinci Kordon Streets. On the seaside, there were a restaurant, café and a bar and on the left-hand side a shop. The café bore the name “Café Neon” and gave service in English style (Atay, 1997, p.206). At the side facing the İkinci Kordon Street, there were shops on both sides of the passage. The vertical circulation of hotel provided access through the middle of the passage and rooms were located at the upper floor.

The building was constructed with two stories. In a 1895-dated photograph, the building appears together with a wine storage on the adjacent parcel (Figure 166) The wide arched spacings on the ground floor were shaded with canvas and the activities here were to take place at the outdoors as well. On the upper floor, there were arched windows and two balconies with ferforge balustrades. The building has ended up with a thick moulding. In a later dated photograph however, it can be seen that both buildings have been subject to certain changes (Figure 167). Whereas the balcony of the wine storage was removed, the door opened to the balcony upstairs, still took place there. Starting from the moulding of the old building of the hotel, a roof with a pediment was constructed and as for the spacings on the upper floor, they were widened. In this period at the end of the 19th Century and the beginning of the 20th Century, such type of renovations and storey additions were applied for most buildings along Kordonboyu.

Edremit Hotel (Hotel d'Edremit), Birinci Kordon Street (Figures 168-169)

According to 1905 insurance plan, the building belonging to the 19th Century appears to be located at Birinci Kordon Street, lot number 98 (Figure 168a). On

one side, it was adjacent to Hotel Macedoine (Hotel de Macedoine) and on the other, to Arapyan Khan (Arapian Khan)

Plan characteristics of the building, unable to reach the current day, can be figured out from the 1905 insurance plan (Figure 168b). The building was constructed on a long parcel that was widened towards the İkinci Kordon Street. In the middle of the ground floor, there was a passage connected with the two streets and somewhere near the middle of the passage, stairs took place. At the sea front, on the right hand side there was a restaurant and on the left a shop, to sell foodstuff. At İkinci Kordon direction along the passage, there probably were various spaces including commercial activities and services. The rooms were located at the upper-floors.

According to a photograph showing Edremit Hotel from a distance, it can be noticed that the hotel consisted of a ground floor, a mezzanine above and the first floor (Figure 169). In the photograph, the characteristics of the building like a balcony in the middle of the upper floor, mouldings between stories and the pediment towards the end of the wall can easily be distinguished.

Egypte Hotel (Hotel Egypte), Birinci Kordon Street (Figures 170-172)

According to the 1905 insurance plan, the building takes place on lot number 49 (Figure 170a). On the adjacent parcel, there was Londres Hotel (Hotel de Londres). On the other side, it neighboured a bar and a café. It constituted one of 19th Century hotels.

Although the hotel does not exist today, the insurance plan informs about the building that it included a center-passaged hotel scheme (Figure 170b). Some of the sections on both sides of the passage belonged to commercial activities. A small grocery named “Epicerie D’Egypte” was as well situated at the right hand side of the entrance. The hotel rooms were located at the upper floors.

In the old photographs taken by Rubellin, it can be noticed that Egypte Hotel was a two-storied building (Figure 171). Besides the ground floor being shaded

with canvas, the entrance portal in the middle could as well be perceived partially. The middle axis was emphasized by a balcony with ferforge balustrades on the upper floor. On both sides of the balustrades, there were paraffin lamps. As for the balcony, there was a sign written attractively in French and Arabic. The sign of the grocery on the right side was also large and the writing was in French and Greek. On the upper floor there was a door opening to the balcony and on each side there were rectangular windows with jamb. Corners of the facade wall were stressed with cut-stones. In later times, an additional storey was constructed (Figure 172). The stories were determined with mouldings. On the first floor above the door which opened to the balcony, a pediment standing outwards took place. On the second floor in the middle axis, there was a balcony with ferforge balustrades and there also was a door opening to this balcony. There opened two windows on each side of the balcony. Its new facade design was completed with a large parapet wall, having a vase-shaped ornamentation on.

Elphiniki Hotel (Hotel Elphiniki), Birinci Kordon Street(Figure 173)

It constituted one of 19th Century hotels. On the 1905 insurance plan, it appears to be located at lot number 83 on Birinci Kordon Street (Figure 173a). It was situated adjacent to Alexandrie Hotel (Four Hotel D'Alexandrie) on one side, and on the other, it neighbored an office building and a café-bar.

The plan scheme of the building which could not succeed in reaching the current day can be seen on the 1905 insurance plan (Figure 173b). The building constitutes a typical example of center-passaged hotels. At the Birinci Kordon Street direction, on both sides of the passage there were a coal storage and a store. In the middle parts of the passage, there were storage places and the hotel hall providing connection to the upper floor. The rooms were all on the upper floor.

Epire Hotel(Hotel L'Epire), Birinci Kordon Street (Figure 174)

According to the 1905 insurance plan, it was situated at lot number 84 on Birinci Kordon Street next to Ioannina Hotel (Hotel Ioannina) (Figure 174a). The building dated at 19th Century could not succeed in reaching the current day.

There exists the plan scheme of the ground floor of Epire Hotel (Figure 174b). At the side facing the coast, there was a bar placed on the right hand side of the passage situated at the center and a shop on the left. The hotel hall and stairs took place in the middle of the parcel. On the İkinci Kordon Street, there were a coal storage and a printing house on both sides of the passage. The plan of the upper floor where the rooms were located at, is currently missing.

Grand Huck Hotel (Hotel des Deux Auguste, Hotel M.Mille Grand Hotel Huck), Birinci Kordon Street (Figures 175-179)

It was situated at the corner where Birinci Kordon Street and Osmanlı Postahane Street intersected (Figure 175a). On the 1905 insurance plan, it can be noticed that it is situated at lot number 49 with an office building on the adjacent parcel. It dates back to the 19th Century.

By comparison of the photographs taken by Rubellin in 1880 and 1890, it can be seen that Hotel des Deux Auguste, Hotel M. Mille and Grand Hotel Huck, all constitute the same building (Figures 176-177). As can be read from the photograph dated 1880, in addition to the name "Hotel des Deux Auguste" scripted on the building parapet, the name "Hotel M. Mille" takes place at both sides of the entrance door and above the balcony of the first-floor. Flaubert, a 19th Century traveler, states that he has stayed at Hotel des Deux Auguste managed by Mille and that the majority of the hotel staff consisted of people of foreign origin (Flaubert, 1925, p.236.) Ali Bey (1844-1898), the author of "Seyahat Jurnali" ("Travel Journal"), as well as of various plays and comedies, has stayed at Hotel M. Mille when he has come to İzmir to meet the Mayor and officials of the government (Ali Bey, 1973, p.168-8). In the year 1888 and on,

the hotel was managed by Madame Huck from Berlin and has taken the name “Grand Hotel Huck”. In the first years following its opening, its name was also known as “Grand Hotel”. The restaurant on its ground floor, which was one of the most famous establishments, was very popular then. (Atay, 1997, p.199). According to an advertisement in a 1894 dated almanac, it is stated that people to stay at Grand Hotel Huck would be offered such facilities as table d’hôte and a la carte meal services, well-known drinks, cold and hot baths and guides, who could speak all languages. It has also been revealed that merchant passengers and people who were going to stay there for a long time, would be given special prices (Figure 178), (Almanach Synoptique A L’Usage Du Levant, 1894, pp.93, 273).

The 1905 insurance plan informs about plan characteristics of Grand Huck Hotel (Figure 175b). Although the hotel possessed a center-passaged hotel scheme, in terms of parcel alignment, it has displayed the characteristics of hotels with side entrance. Since the parcel has taken place at a corner, it has availed for three facades. The Ottoman Post Office then has completely covered the facade facing the Osmanlı Postahane Road on the ground floor. Thus, the hotel entrance hall could be reached through a passage placed in the middle axis and was connected to Birinci and İkinci Kordon Streets. There was a restaurant on the right hand side of the passage.

The photographs of the currently missing building, gives clues about the possibility that the second floor might have been constructed as an additional storey (Figures 176-177, 179). In addition to the writing “Hotel M. Mille” as the first name of the hotel - being embossed on the first floor balcony door, the thick moulding separating the first and second floors, was adorned as in the ending of the wall. There as well was a change in style which was apparent especially on the balconies of the front and side facades of the second floor. Similar to most buildings on Kordonboyu, this hotel, probably, was raised up one floor towards the end of the century.

The front facade of the three-storied building was designed symmetrically (Figure 179). The middle axis was designated with an arched portal to determine the entrance, with balconies extending out on both floors and with a pediment at the top. The floors were separated by mouldings. The cut-stone texture on the ground floor was conspicuous. The axes on the upper floors were emphasized by pilasters. Except for the entrance door on the ground floor, the spacings had rectangular jambs. There existed a sign with a picture of a ship next to the door of the Ottoman Post Office located at the corner. The spacings on the first and the second floors had rectangular jambs. There were embossments with vegetal motifs upon spacings in style of French window on the first floor. On the second floor, a moulding above the spacings continuing along the facade wall, was completed with a thick moulding and parapet wall on top. The name of the hotel was scripted in capital fonts on the parapet wall.

On the other hand, the facade overlooking Osmanlı Postahane Road was less elaborate. There were two doors opening to the post office in this direction. The door in the middle was emphasized by entrance eaves. The floors were separated with mouldings. The door and windows with rectangular jamb and shutters were lined up regularly on the facade. On the other side of the second floor, there was an oriel-shaped balcony extending over the border of the adjacent parcel as a console.

Kraemer Palace Hotel (Grand Hotel Kraemer Palace), Birinci Kordon Street, (Figures 180-188)

It was situated next to the Budapest Beerhouse (Brasserie Budapest) on Birinci Kordon Street. On the other side, there existed the Kraemer Beerhouse and Restaurant extending towards the adjacent parcel, and next to the restaurant there took place the Theatre Loucas. According to the 1905 plan, it appears to be located at lot number 48 (Figure 180a). Owing to its position in the social life of the city carried on at balls, banquets, receptions arranged on one hand and to

being the highest building at Birinci Kordon Street on the other, the building constituted the most famous hotel in İzmir during its period (Figures 181-182). Kraemer Palace also held a characteristic as being a symbolical building for the city. The Kraemer Restaurant with its good meals and wines, was the also the most well-known restaurant in the city. It was conspicuous with its café and beer-house in this period during which the beer production gained importance in İzmir (Atay, 1978, p.35). Starting with the beginning of the 20th Century, Club Hellenique began to serve on the upper floor of this establishment (Atay, 1997, p.198). This land use can as well be seen in the 1905 insurance plan.

Kraemer Palace Hotel which could not succeed in reaching the current day witnessed some important events regarding the history of İzmir. On 14th of June, 1921, the Greek "Lemnos" ship anchored opposite Kraemer Palace Hotel and King Constantine came for the ceremony in front of the hotel in the afternoon. After the ceremony held by the gathered crowd and the army band, the occupation forces had started marching (Parlak, 1983, pp.56-57). During the years of occupation, Kraemer Palace Hotel kept its importance in terms of the social life of the city. According to a research prepared by Americans between 1920 and 1921 under the title as "A Survey of Some Social Conditions in Smyrna Asia Minor", it was stated that dance parties were held once or twice a week at Kraemer Palace Hotel during the winter months. As the tickets were expensive, only those people who belonged to the high income group, could join these parties (Toprak, 1992, p.234). Kraemer Palace Hotel hosted numbers of famous persons of the period. It is revealed that Şair Eşref ("Poet Eşref") and his friends from occasionally used to get together and drink at Kraemer Palace Hotel (Yücebaş, 1984, pp.192, 210). During the war years, the Supreme Military Command Headquarters was located at Kordonboyu. It can be noticed that Atatürk has benefited from the facilities of Kraemer Palace Hotel from time to time. It is also stated that in the restaurant of Kraemer Palace Hotel in September 1922, Atatürk asked a waiter his well-known question "Why did

King Constantine want to conquer İzmir, if he had not even come here and had a glass of rakı overlooking the bay?”. In this period famous journalists Yakup Kadri, Falih Rıfkı and Asım Bey’s, who all came to İzmir to meet Atatürk, have also stayed at Kraemer Palace Hotel (Parlak, 1983, pp.453-455).

At the bottom of two photographs portraying Kraemer Palace Hotel during the İzmir fire on 14th of September, 1922, there exists a message saying “Le Splendid Palace” (Figures 183-184). In this period, the hotel either might be called by a second name or might have been changed hands. Further on, it was stated that the hotel was bought by Naim Bey who was among the considerably few number of Turkish people working in this sector (Morali, 1976, p.76).

The 1905 plan and a number of old photographs inform about the architectural characteristics of Kraemer Palace Hotel. On the ground floor, access from the directions of Birinci Kordon and İkinci Kordon Streets was provided to passage situated in the middle axis (Figure 180b). On this floor, there was a large store supplying food and equipment for the ships coming to the port. The restaurant which once had a garden and the beer-house extended out towards the adjacent parcel. The Club Hellenique having a great importance for the social life of the city, together with the passenger rooms, were both placed on the upper floors.

It can be figured out from an old postcard, that the building was constructed as a three-storied building (Figure 185), but that in the following periods, there has been an additional storey built to avail it become a four-storied building. As portrayed in a postcard, in the photographs taken by Rubellin in 1880 and by Joaillier in 1890, the building appears to have three stories (Figure 186-187). In these photographs, the oriel placed in the middle of the second floor is noticeable. However, in later-dated photographs and postcards, it can be noticed that a new storey accompanied by some new alignments was added to the building (Figure 188). While some characteristics of the facade, like axes, window alignments, balconies and mouldings between the stories were

conserved, the oriel was transformed into a balcony. The garden in front of the restaurant and beer-house were reorganized as indoor spaces.

Facade patterns of Kraemer Palace Hotel bear neoclassical effects (Figure 185-188). The facade consists of a middle axis and two side wings organized symmetrically. The axis of the passage was emphasized by pilasters heightening all three floors, balconies extending outside and a curled pediment. One could enter the passage through an arched portal which extended out from the facade. On the first and second floors, each one of the rectangular framed arched doors opened into the balconies situated above the entrance, and whereas on the third floor, it was the three arched doors opening to the balcony. In the middle of the side wings on the first and second floors, there were balconies. There also were circular arched wide spacings on the ground floor; depressed arched windows and doors framed in a rectangular shape on the first and second floors; and windows with rectangular jamb and circular arched doors on the third floor. It can as well be noticed that there was eaves on the ground floor where a café extended out on the street. The stories were separated by mouldings. The name “Grand Hotel Kraemer Palace” scripted in capital letters continued along the facade of the second floor. The building ended with the parapet and pediment on the third floor where the height was lower than the other stories.

1.1.2 The Side-Passaged Hotels

Ioannina Hotel (Hotel Ioannina), Birinci Kordon Street, (Figure 189)

It was situated at Birinci Kordon Street on the parcel between Ile Metelin Hotel (Hotel Ile Metelin) and Hotel Epire (Hotel L’Epire) (Figure 189a). According to the 1905 insurance plan it appears to be located at lot number 84. The building dated to the 19th Century, could not succeed in reaching the current day.

The building was constructed on a rather narrow and long parcel between Birinci and İkinci Kordon Streets (Figure 189b). One could enter the hotel through the passage connecting both roads. The café was situated right next to the passage overlooking the sea. On the İkinci Kordon Street direction there existed a depot. The upper floor, where the rooms were situated at, could be reached through a small hall in the middle of the passage.

Londres Hotel(Hotel de Londres), Birinci Kordon Street, (Figure 190-192)

According to the 1905 insurance plan, it seems to be located at lot number 49 on Birinci Kordon Street (Figure 190a). It was adjacent to Egipte Hotel (Hotel Egipte) on one side and a café on the other. It was constructed towards the end of the 19th Century.

The building that does not exist in our day, consisted of a ground floor and a mezzanine above, and two more floors and an attic storey. On the right hand side of the ground floor, there took place a passage all the way long (Figure 190b). On the side of the passage on Birinci Kordon Street direction, there was post office and a shop on the İkinci Kordon Street direction. The rooms were placed at the upper floors.

The facade characteristics of the building can be figured out from its old photographs (Figures 191-192). The entrance situated at the side was emphasized by an arched portal and the oval window above. On the ground floor facade, there was a wide arched spacing belonging to the post office. The facade of the other floors displayed symmetrical alignments with spacings in style of French window with rectangular jambs lined up along. The floors were separated by mouldings. There existed an intense ornamentation under the mouldings. The facade wall ended up with a moulding and the name “Grand Hotel de Londres” scripted along the facade. The set-back attic storey and *cihannüma* can both be seen in the photographs taken from a distance.

Hotel Macedoine (Hotel de Macedoine), Birinci Kordon Street,

(Figures 193-194)

The hotel dated to the 19th Century was situated at Birinci Kordon Street on the parcel between Edremit Hotel (Hotel de Edremit) and Paterson Firm Depot (Figure 193a). On the 1905 plan, it takes the lot number 98.

On the ground floor plan scheme it can be seen that, from the Birinci Kordon Street direction, the passage took place on the right and that next to it, there was a café-bar. The stairs providing access to the upper floor where rooms were at, opened to the passage in the middle of the parcel.

From the photographs showing Hotel Macedoine from a distance, it can be figured out that the building was built as two-storied (Figure 194). On the ground floor at the corner there was a portal designating the passage. The café section was shaded by canvas. On the upper floor, there took place a balcony and three spacings organized symmetrically. The facade wall ended up with a moulding. The building does not exist today.

Roumelie Hotel (Hotel Roumelie), Birinci Kordon Stree, (Figure 195)

It was situated at Birinci Kordon Street, on a parcel between Bank Metelin (Banque De Metelin) and Paterson Firm Depots (Figure 195a). On the 1905 plan, it takes the lot number 98. The building could not reach the current day.

The present plan scheme of the hotel do not avail for many details (Figure 195b). On the right hand side of the long and narrow parcel, there was the passage connected to both Birinci and İkinci Kordon Streets. It can also be seen that on the side facing the bay, there took place a café-bar on the left hand side of the passage.

The Hotel Located Near the Russian Post Office, Birinci Kordon Street
(Figures 196-200)

According to the 1905 plan, the hotel has taken place at Birinci Kordon Street, on lot number 8 in a parcel between the Russian Post Office and Messageries Maritimes Bureau and Ottoman Debts Administration (Figure 196a). There is no record about the name of this building, which was stated to be a hotel according to the insurance plan. It dates back to the 19th Century.

The building was situated at a rather narrow and long parcel between Birinci and İkinci Kordon Streets (Figure 196b). In case entered from Birinci Kordon Street direction on the right hand side of the ground floor, there was the passage and a shop next to it. On the İkinci Kordon direction, there existed a bar.

It is possible to trace through the different stages the building has gone through in time until its demolition. In a photograph taken by Rubellin in 1890, the building appears to be a two-storied building (Figure 197). On the ground floor of the building, there were wide spacings shaded with canvas. On the upper floor, there were a balcony with ferforge balustrades and depressed arched doors opening to it. The wall ended up with a thick moulding. The building was covered by a hipped-roof coated with tiles. In a postcard which shows the year 1909, the balcony looked partly closed (Figure 198). In this photograph the arched portal opening to the passage and the arched wide spacing next to it, can both be perceived. After a short period of time, the balcony has been converted into an oriel (Figure 199). In the latest photograph of the building then, it can be seen that the building was elevated up to three stories and an additional partial attic storey was constructed (Figure 200). Similar to the first floor, on the second floor, there was an oriel covering a large part of the facade. It can be figured out that in order to enlarge this building which was situated at a limited parcel, all possibilities were endeavoured to be benefited from.

1.2 Hotels with Side Entrance

In this group, five hotels are examined (Figure 201). The hotels with side entrance, were the 19th Century buildings situated at Birinci Kordon Street. Similar to the passage hotels, they were also ruined in the 1922 fire and thus, could not succeed in reaching our day.

Alexandrie Hotel (Four Hotel D'Alexandrie), Birinci Kordon Street

(Figures 202-204)

It was situated at a parcel at the corner where Birinci Kordon Street and Kösük Road intersected each other (Figure 202a). According to the 1905 plan, it was located at lot number 83 adjacent to Elphiniki Hotel (Hotel Elphiniki). It dated to the 19th Century.

The parcel on which the building was situated, possessed three facades; the shorter sides on Birinci and İkinci Kordon Streets and the long side on Kösük Road direction. The entrance of the hotel was from the Kösük Road direction (Figure 202b). The stairs providing access to the upper floor, was placed right opposite the entrance. There as well were various shops on this side. The café and bar faced the bay. The rooms, on the other hand, were on the upper floors.

The facade characteristics of the currently unexisting building, can be determined from the old photographs. (Figures 203-204). The building consisted of a ground floor, a mezzanine above, and two more stories. The facade displayed a symmetrical pattern. The middle axis was emphasized by balconies with ferforge balustrades and props on both floors. On the corners, there existed pilasters all along the different stories. The floors were separated with mouldings. There were circular-arched wide spacings on the ground floor and they were shaded with canvas where the café extended out on the street. On the upper floors, there were depressed arched doors and windows with shutters framed in a rectangular shape. On the top floor balcony, there was a sign with

the name “Hotel D’Alexandrie” scripted by capital letters on. The building ended up with a triangular pediment, that continued all along the facade. Characteristic elements like pilaster, moulding, depressed arch were all used on the side facade.

Anatolie Hotel (Hotel d’Anatolie), Birinci Kordon Street, (Figure 205)

This hotel dated back to the 19th Century was located at a parcel on the corner where Birinci Kordon Street and Hamid Bey Road intersected (Figure 205a). On the 1905 insurance plan, it takes place on lot number 84, next to a large storage and an office building.

The plan characteristics of the currently missing building, can be determined from the 1905 plan (Figure 205b). The entrance of the hotel was in the middle of the long facade on Hamid Bey Road direction. Opposite the entrance hall, the stairs connected the upper floor where the rooms were at. The café was placed on the corner of Hamid Bey Road and Birinci Kordon Street overlooking the view of the sea. The restaurant also had a facade on İkinci Kordon Street. On Hamid Bey Road direction, there was a shop right next to the entrance.

Constantinople Hotel (Hotel de Constantinople), Birinci Kordon Street, (Figure 206)

According to the 1905 plan, it appears at lot number 83, on one of the parcels at the corner where Birinci Kordon Street and Teskereli Road intersected (Figure 206a). Next to it, there was a depot (Hadji Daout Farkouh Depot). The hotel dated to the 19th Century, is currently missing today.

The entrance of the hotel was taken to Teskereli Road direction and the facades facing Birinci and İkinci Kordon Streets, was allocated to other activities (Figure 206b). The café was situated at the corner of the ground floor overlooking the Birinci Kordon Street and the Teskereli Road. On the side facing the bay, there took place a bar right next to the café. Moreover, on İkinci Kordon Street and the road directions, there were little shops. One could access

to the upper floor through the stairs placed at the end of the entrance hall. The rooms were all on the upper floor.

Ile Metelin Hotel (Hotel Ile Metelin), Birinci Kordon Street, (Figure 207)

The hotel was situated at a parcel on the corner next to Ioannina Hotel (Hotel Ioannina), where Birinci Kordon Street and Teskereli Road intersected (Figure 207a). There was a depot building on the parcel behind. According to the 1905 plan, it takes place on lot number 84. It constitutes one of the 19th Century hotels.

With regard to its parcel organization, the building displayed some differences among those hotels with side entrance. Although such type of hotels generally have three facades, Ile Metelin Hotel was built adjacent to two buildings on two sides. The longer facade was to face the sea side. Its entrance was on the side road and the entrance hall located at the back of the building (Figure 207b). The café was situated at the corner of Teskereli Road and Birinci Kordon Street overlooking the bay view. Two shops with a restaurant - bar were lined up all along the same direction. The building is currently missing today.

Lespos et Kidonie Hotel (Hotel Lespos et Kidonie), Birinci Kordon Street (Figure 208)

According to the 1905 plan, the building dated to the 19th Century, took place on lot number 98 next to Midilli Bank (Banque de Metelin) (Figure 208a). It was situated at one of the parcels on the corner where Birinci Kordon Street and Hamid Bey Road intersected. The building could not reach the current day.

The longer facade of the building overlooked the side road (Figure 208b). The entrance of the hotel was in the middle axis of this facade. The café was situated at Birinci Kordon Street direction overlooking the view of the sea. The facade of the restaurant on the left hand side of the entrance was on Hamid Bey Road. On İkinci Kordon Street direction there was a shop selling food. The

rooms situated at the upper floor were reached through the stairs right opposite the entrance.

1.3. Hotels with Courtyard

In this group, ten hotels are analyzed (Figure 209). Although the hotels with courtyard, which were located at Kemeraltı region, were dated to the first quarter of the 20th Century, owing to the buildings of transition period, called the “early hotels”, the development of this scheme has begun in the second half of the 19th Century. Although some of these hotels still exist, a considerable damage can be said to be observed in the buildings.

Ekmekçibaşı Hotel, Kemeraltı, (Figure 210)

The hotel was located next to Evliyazade Hotel, on the corner where Hükümet Street, Anafartalar Street and Beyler Road intersected. It has begun to function in the first quarter of the 20th Century. According to the 1905 insurance plan, a building called “Ekmekçi Khan” which is described as an “early hotel” within the thesis, can be noticed to be on the parcel in question. (Figure 210a). It can be figured out that Ekmekçibaşı Hotel was a continuation of this building. The hotel consisted of 29 rooms and 55 beds. At the establishment managed by Ahmet and Halim Beys, the prices were to differ between 100, 75 and 50 piaster, “*kuruş*”. There was an elite coffee house, “*kahvehane*”, on the ground floor below the hotel (Nadir, 1926a, p.35). In later times, Ekmekçibaşı Restaurant which was established and managed by Ekmekçibaşı Ahmet Bey, became one of the most famous restaurants of the city (Aksoy, 1986, p.270).

As the building could not reach the current day, our knowledge about the architecture of the building is limited only with the scheme displayed by the 1905 insurance plan. This scheme portrays the general characteristics of early hotels (Figure 210b). One could enter the courtyard through a short passage from

Hükümet Street. The coffee-house was located right next to the entrance. On the direction of Hükümet Street and Beyler Road, there were little shops. There also was a second entrance into the courtyard from Beyler Road. In later times, a restaurant was established at the corner of the building. The main hostelry section, that could be reached through the courtyard, was on the upper floor. At present, Ekmekçibaşı Hotel has been replaced by a shop.

Evliyazade Hotel, Kemeraltı, (Figure 211)

It was situated at a parcel on the corner where Hükümet Street (Anafartalar Street) and Göztepe Tramvay Street (Milli Kütüphane Street) intersected. It was adjacent to Güzel İzmir Hotel (Yusufoğlu Khan) on Göztepe Tramvay Street direction and a restaurant and café on Hükümet Street direction. On the 1905 insurance plan, a building, which is described as an “early hotel” in the thesis and which is called “Evliyazade Khan”, can be seen as well (Figure 211a). This building has begun functioning as “Evliyazade Hotel” in the first quarter of the 20th Century. The Evliyazade family was then a well-known family having the right to comment on the administration of the city. In 1893, Evliyazade Hadji Mehmet Bey and before the occupation, Evliyazade Refik Bey were the Mayors of İzmir (Özgen, 1941, pp.185-187). In a guide book dated 1926, it is stated that the owners and managers of Evliyazade Hotel were Evliyazade Refik Bey and his sons (Nadir, 1926a, p.34).

Evliyazade Hotel, which was depicted as a neat establishment, included 20 rooms and 41 beds. The hotel prices differed between 75, 100 and 150 kuruş (Nadir, 1926a, p.34). Owing to a number of new alignments held in 1930's, it can be noticed that the number of rooms was decreased down to 18. During this period, staying at this establishment that was on the list of first and second class hotels, were to cost 80 kuruş for a single room and 75 kuruş per person for a double room (İzmir ve Havalisi Asar-ı Atika Muhipleri Cemiyeti, 1934, p.14). In 1940's, the hotel continued serving as a second class establishment.

Evliyazade Hotel is missing today. Currently, there exists a building of a bank in its place. No photographs or plans about the old building are present, either. By looking at the scheme on the 1905 insurance plan, it can be understood that whereas the ground floor included common uses, the upper floor was allocated to the lodging function (Figure 211b). As a characteristic element in early hotels and hotels, there was a coffee-house, “*kahvehane*”, having facades on both streets at the corner of the ground floor. There were little shops on both street directions. It is stated in the old registers of title deeds that, there were five shops and a library in the building, as well. The access to the courtyard was provided through a short passage situated at Hükümet Street direction. A characteristic water element was designed in the middle of the courtyard.

Gaffarzade Hotel, Kemeraltı, (Figures 212-214)

The hotel was located at the parcel on the corner where Hükümet Street, (Anafartalar Street) and Sağır Road (853rd Road) intersected in Kemeraltı. It is adjacent to Emin Efendi Khan on Sağır Road direction and Hadji Hasan (Yeni Şükran) Hotel on Hükümet Street direction. On the 1905 plan, a nameless building displaying the characteristics of early hotels can be traced (Figure 212a). The similarity of their plan schemes proves that Gaffarzade Hotel was a continuation of this building.

At the beginning, the hotel fees of this establishment, which had a capacity of 28 rooms and 35 beds, were 100 kuruş. It was managed by Molalıçzade Abdi Bey (Nadir, 1926 a, p.34). In later times, following various organizations, the number of rooms was decreased down to 15 and new hotel fees were determined for single and double rooms. In 1930's, a stay in a single room was to cost 100 kuruş and in a double room per bed was 75 kuruş. The establishment was depicted as to take place among the best hotels of the city. Gaffarzade Coffee house on the ground floor of the hotel was, accordingly, one of the most

well-known coffee-houses in the city (İzmir ve Havalisi Asar-ı Atika Muhipleri Cemiyeti, 1934, pp.6, 14, 17).

Gaffarzade Hotel has as well witnessed one of the important events of our recent history. The front of Gaffarzade Hotel was chosen in 1926 for the assassination planned for Atatürk. One of the assassins, who was a member of the First National Assembly of Turkey called Ziya Hurşid, stayed at Gaffarzade Hotel and then was arrested (in his room) following a raid after the denunciation on 17th of June (Aybars, 1988, p.432; Erman, 1971, pp.5-9, 15-16). After the midnight on 13th of July, some of the assassins were hanged up in state square (Konak Square) and in front of Sarıkışla, and Ziya Hurşid, Laz İsmail, Gürcü Yusuf and Çopur Hilmi on the other hand, were hanged up at the corner of the hotel where they wanted to do the assassination (Aybars, 1988, p.453).

The scheme displayed by the 1905 insurance plan possessed an L-shaped courtyard (Figure 212b). One could enter the courtyard through a short passage from Sağır Road. On the right hand side of the passage, there was a café neighbouring a restaurant on its left. There were little shops all along both streets. The original plan scheme of Gaffarzade Hotel is today damaged because of the commercial use. The courtyard was covered and a large store was gained by reorganizing some spaces of the ground floor. It is also possible to see the closed rooms on the upper floor. Because of this damage, it is not allowed to survey and take photographs in the building. Some of the shops around the building were reconstructed. On Sağır Road direction, it is possible to see the original facade of the hotel. (Figure 213). The entrance door was set back by shaping a niche (Figure 214). The ground floor was emphasized by its cut-stone and the upper floor with its brick textures. On the upper floor there are the windows with rectangular jamb. The building ends up with a moulding and short eaves.

Güzel İzmir Hotel, Kemeraltı, (Figures 215-227)

It is situated at Kemeraltı on a parcel between Evliyazade Hotel and Yusufoğlu Khan on Göztepe Tramvay Street (Milli Kütüphane Street). On the 1905 insurance plan a building which is described as an “early hotel” in the thesis, being called “Yusufoğlu Khan”, can be seen (Figure 215a). The plan schemes of this building and Güzel İzmir Hotel are the same. Therefore, it can be derived from this similarity that, the same building has served as “Güzel İzmir Hotel”. During the 1920’s, the hotel manager was Ali Bey and hotel price was 50 kuruş. It comprised 20 rooms. There also were 12 offices within the building (Figure 216) (Nadir, 1926 a, p.35).

The building seen on the 1905 plan, displays the general characteristic of early Kemeraltı Hotels (Figure 215b). One could enter the courtyard through a short passage from the street. There was a water element in the middle of the courtyard. The courtyard with almost a square shape was surrounded by porches. The coffee-house, “*kahvehane*”, situated right next to the entrance, a shop and a grocery were all on the street elevation. Today, there is a restaurant in the place of coffee-house, original partitions of the spaces were partially changed and new units were added (Figure 217).

The access to the upper floor can be held through the stairs on the left hand side of the courtyard entrance. There is a small reception near the stairs. On the upper floor there is a covered corridor system surrounding and overlooking the courtyard through the windows (Figure 218). The rooms also open to this corridor. This space which was designed as an half-open gallery during the first stage of the building, was probably converted into a corridor after it was covered. The rooms have windows opening to the corridor. The rooms on the front elevation also have the opportunity of getting air and light from outside. The dimensions of the rooms bear differences like 4.15x3.00 m, 4.75x6.64 m, 2.32x6.56 m. The sanitary spaces are among the common sections of the building. As on the ground floor, the originality of the building on the first floor

was also damaged by the construction of additional spaces. There were little rooms built along the corridor. The spaces of the upper floor are used for commercial purposes today. The two-storied building is covered by hipped-roof (Figure 219).

The facade of building was arranged symmetrically and was divided into four sections (Figures 220-222). Each section and corners of the building were emphasized by pilasters up along both floors. On the ground floor, there are depressed arched wide spacings. However, the ground floor of the building has lost its original appearance because of shop-window alignments, signs and additions. One part of the entrance has been closed like this as well (Figure 223). In the middle of the facade on the upper floor, there are two balconies with ferforge balustrades (Figure 224). There are two doors with rectangular jambs opening to each balcony. The windows on the upper floor also have rectangular jambs and there are embossments with vegetal motifs upon all spacings. The facade wall ends up with a thick moulding and vase figures on (Figure 225).

The facades of courtyard have a different characteristic (Figures 226-227). On the ground floor, the round-shaped cast iron columns of the porches, attract the attention. The pattern shaped by two circular arched windows adjacent to each other on the upper floor is repeated all around the facade. The transition between the facade wall and short roof eaves was provided by a moulding.

Hadji Ali Pasha Hotel, Kemeralti, (Figures 228-232)

It was situated at the parcel between Ragıp Pasha Hotel and the Government-Building at Kemeraltı on Hükümet Street (Anafartalar Street) (Figure 228a). It started to function in the first quarter of the 20th Century. It constituted one of the best establishments of its period. It were to cost 50 kuruş to stay at the hotel which initially comprised 17 rooms. It used to be managed by Osman Efendi (Nadir, 1926a, p.35). In 1930's, it is determined that the number of rooms was decreased down to 13 with some new organizations. During this period, the

hotel price was 125 kuruş for a single room and 100 kuruş per person in a double room. The hotel was included in the list of first and second class hotels (İzmir ve Havalisi Asar-ı Atika Muhipleri Cemiyeti, 1934, p.14). In 1940's, the hotel continued its existence as a second class hotel (Yurdkoru (Ed.), 1941, p.168).

In the old title deed records, the buildings was mentioned as “Kahveyi Müştemilat Hadji Ali Pasha”. Accordingly Hadji Ali Pasha Coffee-house, “*kahvehane*”, on the ground floor of the building also constituted one of the famous coffee-houses in Kemeraltı. Especially the Moslem men were to sit there for hours, smoke narghile and chat. İzmirli Mustafa has managed the coffee-house for a period of time (Aksoy, 1986, pp.104, 274-275). The Şükran Restaurant which in fact was within Hadji Hasan (Yeni Şükran) Hotel temporarily functioned at Hadji Ali Pasha Hotel. A meal was to cost about 60 kuruş in this first class restaurant (İzmir and Havalisi Asar-ı Atika Muhipleri Cemiyeti, 1934, p.16).

The hotel does not exist today. There exists no plan of existing situation, “releve”, showing the original characteristics of the building. On the 1905 insurance plan, a building on the parcel of Hadji Ali Pasha Hotel which is described as an “early hotel” in the thesis, can be traced (Figure 228). The building was situated at a rather narrow and L-shaped parcel. On one part of the facade, there was the entrance in the form of a long passage and on the other part there was the coffee-house neighbouring it. The interior spaces were placed around an L-shaped, courtyard with porches.

According to a photograph within an old registration record, it can be figured out that the building consisted of a mezzanine above the ground floor and one more storey above (Figure 229). The photograph does not avail for monitoring the details of the ground and mezzanine floors. The symmetrically-organized upper floor, displays the characteristics of hotels with courtyard. At the center, there seems to be a balcony with ferforge banisters and three arched doors

adjacent to each other opened to the balcony. On both sides, there are two narrower balconies and arched doors opened to. The facade wall ends up with a moulding and a short eaves above.

In the 1942 Private Administrations records, it can be figured out that the building was then used as a hotel. As for the decision dated 24.08.1959, given by the Municipality Council of İzmir, it was stated that the whole building was located in the midst of the planned road, that only a temporary permission was given for the repairing of the building, and that it would then be used as a bank office. On 13.02.1971, a permission for the building to enlarge its mezzanine floor has been given. In 1975, while the additional construction demand, comprising the entire building was to be evaluated, it was found out that there was an additional part built with no authorization given. A project within the archive of İzmir Conservation Council Numbered 1, portrays that the original plan of the building has been damaged by various interventions and that the courtyard has been closed as an additional space (Figure 230). In an application to the Council dated to 1.4.1990, it has been stated that the building was burned up in a fire and thus, that it was demanded for repairing activities to take place. It can be understood from the photographs that the building has been considerably damaged during the fire (Figures 231-232). At present time, in the place of Hadji Ali Pasha Hotel, there exists a reinforced-concrete building bearing no similarity with the old building.

Hadji Hasan (Yeni Şükran) Hotel, Kemeraltı, (Figures 233-271)

The building is situated at the parcel on the corner neighbouring Hotel Gaffarzade, where Hükümet Street (Anafartalar Street) and Veysel Cul-de-sac intersected (Figure 233a). The hotel, which took different names in its history, attained its last shape with the development of the hostelry building seen on the 1905 insurance plan.

There exist no records on the 1905 plan for the name of the building. In İzmir guidebook of 1926, Hadji Hasan Hotel including the famous Şükran Restaurant, was mentioned (Nadir, 1926a, p.34). On cadastral map numbered 30 and dated 10.05.1931, the name “Hadji Hasan Hotel” can be seen on lot number 208 and parcel number 8, which belongs to Yeni Şükran Hotel at present (Figures 234-235). The coffee-house on the ground floor of the hotel was named “Hadji Hasan Pasha Coffee-house” (İzmir ve Havalisi Asar-ı Atika Muhipleri Cemiyeti, 1934, p.17). Hadji Hasan Pasha was the Mayor of İzmir during the occupation years (Özgen, 1941, p.187). On the same street, there were other hotels bearing the names of Mayors of İzmir like Evliyazade Hotel or Ragıp Pasha Hotel.

In 1926 dated İzmir guidebook, it was stated that Hadji Hasan Hotel was rented and managed by Kilimcizade Ahmet Bey. The hotel had a capacity of 49 rooms and 80 beds and hotel prices differing between 75 and 100 kuruş. On the ground floor of the hotel at Şükran Restaurant, beverages like beer and liquor could be found (Nadir, 1926a, p.34). In 1934-dated İzmir guidebook Hadji Hasan Hotel was mentioned among the hotels which were recommended to travelers for stay. In this establishment regarded to be among the first and second class hotels, the number of rooms was decreased down to 47. Staying in a single room was to cost 100 kuruş and 75 kuruş per person in a double room (İzmir ve Havalisi Asar-ı Atika Muhipleri Cemiyeti, 1934, pp.6, 14).

In 1930's, Hadji Hasan Hotel was run by the manager called Mustafa who lived at Arap Fırını Street, Mekke Yokuşu. The shops on the ground floor were used by various business connoisseurs. For instance, in 1936 dated telephone directory, the workplace address of real estates agent Cavit, was indicated as Hadji Hasan Hotel (İzmir ve Civarı Telefon Türk Anonim Şirketi, 1936, pp.36, 51, 72, 73). In this period, it can as well be observed that Şükran Restaurant has temporarily been moved into Hadji Ali Pasha Hotel (İzmir ve Havalisi Asar-ı Atika Muhipleri Cemiyeti, 1934, pp.16-17).

It is known that the name of the hotel has been changed later to “Yeni Şükran Hotel” which is still present today. (Figure 236). In 1941 dated city directory, the name “Yeni Şükran Hotel” was mentioned instead of “Hadji Hasan Hotel”. The Şükran Restaurant has begun functioning again here under the name “Yeni Şükran Restaurant” (Yurdkoru (Ed.), 1941, pp.168-169). It can be revealed that the hotel has received its name from this famous restaurant.

The building present on the 1905 insurance plan, portrays the general characteristics of early Kemeraltı hotels (Figure 233b). One could enter the courtyard through a short passage from Hükümet Street. Porches at two sides surrounded the courtyard. There existed a second connection to the courtyard from Veysel Cul-de-sac direction. On the left hand side of the passage there was a coffee-house and a fountain on its right. The hotel hall was at the point where the passage met the courtyard. There was a stable at the corner of the courtyard. The building was surrounded by little shops and a bath on the Veysel Cul-de-sac direction. Although there were some changes in the building, in later times it was obvious that the scheme of the ground floor still carried the same basic characteristics.

The most important change on the ground floor was the establishment of the restaurant (Figure 237). The courtyard was narrowed by bringing the outer boundary of the restaurant up to the level of the coffee-house. A water element can be seen in the courtyard, with its L-shaped form. The entrance on Veysel Cul-de-sac direction was added to the restaurant and service was obtained from here. The porches on the right hand side of the courtyard with the passage, coffee-house, shops and the hotel hall were all kept the same. (Figures 238-242). The ground floor toilets were designed as common places at the corner of the courtyard.

The hotel hall right next to the passage is a narrow space, which includes a reception, stairs and a few seats (Figure 243). One can access to the upper floor through the stairs extending up along the edge of the wall (Figures 244-245).

According to the 1905 plan of the building, the modifications display themselves on the upper floor as well (Figures 246-253). The right wing of the building consists of rooms lined up along one way opening to the corridor. The rooms display an orderly partition. On this wing, there are rooms with dimensions of 2.73x2.95 m, 2.87x4.27 m, etc. The corridor is illuminated by openings on the top (Figures 254-255). The sanitary spaces are placed at the corners of the corridor (Figure 256). The plan characteristics change in the left wing of the building on the upper floor, as it is situated above the restaurant and the service units. The corridor of this part differs with a level difference of two stairs. In this part whereas some rooms open to a narrow central corridor, some others open to a wide central hall. The opening above the hall is carried on cast iron columns. The rooms, which were designed smaller with irregular sizes, attain 2.01x2.60 m, 1.96x2.13 m, and 2.95x4.20 m., as the room dimensions of this part. This part was also separated from the front wing by a door. In the part on the front, there exist three wide rooms. The dimensions of rooms are 4.02x3.05m, 4.22 x 3.25 m., 3.40x3.25 m. In the part above the restaurant, there is a partial attic storey consisting of service spaces, a laundry and a washing terrace (Figure 257). Parts apart from the terrace are covered with a hipped roof coated with tiles.

The building has a narrow entrance facade (Figures 258-260). While the ground floor has a height of 4.20 m, the height of the upper floor 3.30 m. The courtyard entrance door was designed as a circular arched portal (Figure 261). There exists a fountain on the left hand side of the entrance that is used by pedlars (Figure 262). On the epitaph above the fountain, the statement written is as follows: "*Kulte maaşallah L Kuvvete illa billah – vesekahüm Rabbuhum Şeraben Tahura*" ("How beautiful God has wished and the power is only of God. God will present them pure beverages"). The facade of the old coffee-house on the left hand side of the entrance is today damaged because of the commercial uses. On the upper floor, there is a balcony with ferforge balustrades

continuing all along the facade. There also exists eaves above the balcony. In the old photographs of the building, it can be seen that the balcony was draped with a lattice (Figure 263). In the middle of the upper floor, there are three circular arched spacings adjacent to each other, the one in the middle as a door and the ones on the sides as windows. On both sides of these spacings, there are two windows each with rectangular jambs. There is a moulding between the wall and the short roof eaves. As for the facade facing the Veysel Cul-de-sac, it is organized in a rather plain way and on the upper floor, the windows lined up next to each other appear to be conspicuous (Figure 264).

Stages the building has gone through can be seen more clearly on the courtyard facades. The part with a porch placed on the right wing of the building and the wing with the restaurant on Veysel Cul-de-sac direction has different styles (Figure 265). On the right wing, the columns with base and capitol are lined up in equal distances along the porches (Figures 266-268). The pattern, which consists of doors and windows of shops situated behind the porches, is repeated all along the facade. On the upper floor, the axes were designated by twin-window compositions framed in a rectangular shape (Figure 269). There is a moulding between the wall and the short roof eave. The facade differs from the ground floor with its brick texture. The later-dated section on Veysel Cul-de-sac direction is different from the others in terms of both a different facade pattern and its height (Figures 270-271). The facade of this part is 2 m. higher than the other one. Although the windows are similar in type, the pattern of twin-window composition does not repeat here. The moulding at the end of the wall was made in a more simple style. Since this part has a flat roof, it accordingly looks different from the other part. The restaurant on the ground floor has wide spacings designated with columns.

Hadji Hasan (Yeni Şükran) Hotel has succeeded in reaching the present time with its original function, but has been subject to a number of changes. The streets and courtyard facades have been damaged because of the commercial

uses of the ground floor. In the interior space, there have been changes like the enlargement of the entrance hall, renewal of the stairs and addition of a bathroom. In these days some works to bring a commercial use to Hadji Hasan (Yeni Şükran) Hotel are carried on.

Hadji Sadullah Hotel, Kemeraltı, (Figures 272-278)

The hotel neighbours Ragıp Pasha Hotel, on the parcel where Hükümet Street (Anafartalar Street) and Veysel Cul-de-sac intersected at Kemeraltı. It has started to function in the first quarter of the 20th Century. According to the 1905 plan, on the same parcel there is a building called “Hadji Sadullah Khan” which is classified as an “early hotel” (Figure 272a). Hadji Sadullah Hotel is a continuation of this building. On the register of title deeds, the real estate consisting of the hotel, coffee-house and shops was registered on the name of Kara Eminzade Hadji Sadullah Waqf. Hadji Sadullah Hotel consisted of 22 rooms. In 1930’s, the prize of a stay in a single room was 75 kuruş and for a double room for one person, 50 kuruş. The name of this hotel was then mentioned in the list of first and second class hotels (İzmir ve Havalisi Asar-ı Atika Muhipleri Cemiyeti, 1934, p.14). It is known that during the 1940’s, the hotel used to serve as a second class hotel (Yurdkoru (Ed.), 1941, p.168).

On the 1905 plan, it can be noticed that the building consisted of spaces organized around a narrow, rectangular courtyard (Figure 272b). The entrance provided access through a short passage on Veysel Cul-de-sac direction. The coffee-house next to the passage was organized in such a way that it had facades on both the Hükümet Street and Veysel Cul-de-sac directions. There also are shops on Hükümet Street direction. In case the facades are analyzed, it can be figured out that the entrance has later on been moved right next to the coffee-house on Hükümet Street direction. Today, the original plan scheme of both floors of Hadji Sadullah Hotel have been damaged because of the commercial uses included (Figure 273). Some extra space for the commercial activity was

obtained by covering the courtyard. The land-use of the building as an atelier resulted in the removal of its original partitions.

A certain level of damage can as well be seen on the facades. The original pattern of the Hükümet Street facade was previously symmetrical, and there was a balcony with ferforge balustrades in the middle of the upper floor with a depressed-arched door opening to it, and two depressed-arched windows on each side (Figures 274-276). There also was a pilaster on the corner of the building. Today one part of the facade has been renewed and covered with a different material and rectangular windows have been opened in this part. As for the moulding between the wall and the tiled roof, it does not continue along this renovated part. The pilaster between the balcony and the other part of the building has been protected by such facade elements as the arch etc. The original facade of the ground floor has entirely disappeared because of the changes held by shop owners. The upper floor facade overlooking Veysel Cul-de-sac appears to be original with its depressed-arched windows, pilasters on corners and roof mouldings (Figures 277-278). However, the ground floor has partially been damaged. Especially on this facade, the worn-out coating has partly exposed the masonry band of walls.

Kemahlı (Kemahlı İbrahim Bey) Hotel, Kemeraltı, (Figures 279-291)

The hotel is situated at one of the parcels on the corner where Kemeraltı Street (Anafartalar Street) and Baruthane Road (852nd Road) intersected. On its adjacent parcel, Bey Khan was neighbouring it. The hotel has begun functioning in the first quarter of the 20th Century. On the 1905 insurance plan, Kemahlı İbrahim Efendi Khan and Tellalbaşı Yeni Khan can be seen on the parcel of the building (Figure 279). These khans were all dated to the 19th Century. In later times, the parcels of these two khans were unified and Kemahlı Hotel was built. The owner and manager of the hotel was Kemahlı İbrahim Bey. For this reason, the hotel was also called “Kemahlı İbrahim Bey Hotel”. (Nadir, 1926a, p.34)

The hotel included 34 rooms. In 1930's, the establishment was on the list of first and second class hotels. During this period, the prize of a stay in a single room was 50 kuruş and a double room per person was 40 kuruş (İzmir ve Havalisi Asar-ı Atika Muhipleri Cemiyeti, 1934, p.14).

The building consists of a ground floor, a mezzanine above, and a first floor. The ground floor and mezzanine were used for commercial activities and uses of general usage, whereas the upper floor included hotel rooms. The ground floor consists of spaces lined up around a nearly-rectangular courtyard (Figure 280a). The main entrance to the courtyard is provided through a short passage on Kemeraltı Street direction. There was a coffee-house on the right hand side of the courtyard right next to the passage. There is another entrance to the courtyard from the back street. There are some shops opening to the courtyard. The building is surrounded by shops on the outside as well.

It was possible to access to the upper floor through the stairs on the left hand side of the courtyard. The stairs reached a narrow space used as a hotel hall on the mezzanine (Figure 280b). On the right wing of the building, there was a partial gallery. There existed different stairs going up to this gallery and there also are stairs in the shops as well. On the upper floor, there were 34 rooms and sanitary spaces opening to a corridor in the middle (Figure 281). Some of the rooms obtained air and light from the street, some from the courtyard and some from opening.

The entrance part of the building projects to Kemeraltı Street (Figure 282). This part differs from the other facades with its cut-stone workmanship. The entrance of the courtyard was emphasized by a wide circular arch. Above this, there is a balcony with ferforge balustrades continuing all along the facade. A circular-arched door accompanied by two windows, open to the balcony. The corners of the facade wall were emphasized by pilasters. The entrance facade ends up with a triangular pediment having an epigraph in the middle. As for the

epigraph, the phrase “*Maşallah ve 1331 Şaban*” was scripted on. The building is covered with a tiled hipped roof.

In Kemeraltı Street direction, behind the shops surrounding the facade, windows of rooms with rectangular jambs on the masonry-bonded building wall can be seen. Regarding the pattern of back and side-street facades, the stories are separated with moulding and there are wide circular-arched spacings on the ground floor, and rectangular windows on the upper floor. In terms of the courtyard facades, the timber workmanship appears as a characteristic element on the gallery regarding the balustrades, the beam of the first floor and the eaves (Figure 283).

At present time, the building has been converted into a store after being restored and thus, it has partly lost its original character. The level of the courtyard has been lowered and the entrance from the back street has been moved to the corner (Figure 284). The coffee-house has been converted into shops. The gallery, which was only partial in the past, today completely surrounds the courtyard (Figures 285-286). The stairs of modern material and style, are the contrary elements brought to the building for vertical circulation (Figures 287-288). The new stair organizations have also damaged the plan scheme of the first floor. Because of these applications, the original appearance of the courtyard facades have been damaged (Figure 289). During the restoration, the outside facades were elaborately considered to preserve their originality (Figures 290-291).

Meserret Hotel, Kemeraltı, (Figures 292-304)

The building is situated at the parcel between Hükümet Street (Anafartalar Street), Kemeraltı Street (Anafartalar Street), Baruthane Road (852nd Road) and Şamlı Road (850th Road). On the building, there is an epigraph on with a writing as “*Fallahu hayrun hafizan vehüme elhayrühnahim*” (“The definite protector is

only and merely Allah. It is only Him who gives this blessed goodness”) accompanied by the date “Hegira 1327 (1911)”.

According to the 1905 plan, on the parcel of Meserret Hotel, the building called “Küçük Barut Khan” is seen (Figure 292). On register of title deeds of Meserret Hotel, there exists the phrase “The owners of Barut Khan Ismail and Ethem”. Küçük Barut Khan was a building with courtyard that could be entered from Baruthane Road. Though, some plan differences are noticed between Meserret Hotel and Barut Khan. Accordingly, the date 1911 scripted on the hotel building avails to think about a new building built on this parcel.

Meserret Hotel belonged to the Meserretçi Family who owned a hotel with same name in İstanbul as well. In this hotel with 33 rooms and 56 beds, the prize of a stay in a single room was 75 kuruş and 50 kuruş per person in a double room (Nadir, 1926 a, p.35). In later times, as the economical status of the Meserretçi Family became deteriorated, the hotel was sold and changed hands. It is stated that the owner of the hotel during the 1930’s was Hafızalızade Nuri Bey (İzmir ve Civarı Telefon Türk Anonim Şirketi, 1936, pp.71, 108). In this period, the name of the hotel was mentioned within the first and second class hotel lists (İzmir ve Havalisi Asar-ı Atika Muhipleri Cemiyeti, 1934, p.14). On the cadastral map numbered 32 and drawn in 22.5.1931 and copied in 27.2.1951, the name “Meserret Hotel” can be read for the parcel number 188 (Figure 293). In 1940’s, the establishment served as a second class hotel (Yurdkoru (Ed.), 1941, p.168).

Below Meserret Hotel there were shops and the famous Meserret coffee-house. On the old register of title deeds, there is a phrase as “Meserret Hotel has 14 shops and a coffee-house”. It is also revealed that Meserret Coffee-house was a meeting place for famous literary men such as Şair Eşref, Tevfik Nevzat, Halit Ziya Uşaklıgil and that it furthered this custom on until recently with contemporary poets and authors.

The hotel involved a plan scheme with two stories and a courtyard. The parcel is surrounded with little shops used from the outside. The connection between the street and the courtyard was provided through a narrow passage (Figure 294). There was a water element in the middle of the courtyard. The coffee-house, shopping and office sections together with the hotel entrance hall all were opening to the courtyard (Figure 295). The hotel hall was a small space situated at the left corner of the courtyard. One could go up to the upper floor through the stairs here. The hotel rooms and sanitary spaces were all situated at the upper floor (Figure 296). There was a horizontal circulation system with a middle corridor and the rooms opened to this corridor from both sides. Some of the rooms received air and light from the street, some from the courtyard and a few from the corridor. The room dimensions attained varied dimensions as 2.80x3.05 m, 3.08x3.00 m and 3.16x3.12 m. etc. The bathroom and toilets were the commonly used sections up the stairs. There was a partial terrace on the right wing of this floor, used for services like drying the washing. The building was covered with tiled hipped roof.

The rather narrow entrance facade of the building has a symmetrical pattern with elements like arch, column and moulding (Figure 297). The ground floor has been designated with two wide and high arched spacings in the middle, and narrow and depressed-arched spacings on the sides. The ground and first floors are separated with a moulding. The middle axis is emphasized by a balcony with ferforge balustrades and a circular arched door opening to it. There are two circular-arched windows adjacent to each other on both sides of the balcony. The embossed plates below the windows indeed attract attention. Some ornamentation can be visible on the arch keystone. The building ends up with a wide moulding and the curled pediment upon. The middle part of the pediment which continues all the way along the facade, augments the emphasis of this axis due to its increased height. In the middle of the pediment, there exists a crescent and star figure as well as an epigraph.

Some parts of the other facades are surrounded by shops and the back street facade has been organized simply with wide spacings belonging to the shops on the ground floor, room windows with rectangular jambs on upper floor and the moulding between floors. On the courtyard facades, the timber carvings on the beam of the first storey and the eaves were to be conspicuous. The hotel entrance door was designed wide and was emphasized with two pilasters. There was a moulding above the windows with rectangular jambs on the upper floor.

Meserret Hotel has been converted into a shopping building by being restored today. During this application, only the streets facades of the building was conserved and the inner space was changed. Thus, its original plan scheme has disappeared. In its new position, a partial basement floor has been added to building (Figure 298). On the ground floor, where the shops are placed at, a café was planned in the courtyard (Figure 299). The top of the courtyard is covered with a stained-glassed transparent roof. Whereas the building had a closed corridor and stair system in the past, it today includes an open stairs and gallery system to bring activity to the store (Figures 300-302). By this way, the building has gained an interior space, which had no similarity with its old situation. On the other hand, it is observed that the outer facades have been restored to be consistent with its originality (Figures 303-304).

Ragıp Pasha Hotel, Kemeraltı, (Figures 305-321)

Ragıp Pasha Hotel is situated at the parcel between Hadji Ali Pasha Hotel and Hadji Sadullah Hotel on Hükümet Street (Anafartalar Street). It started to function in the first quarter of the 20th century. According to the 1905 insurance plan, on the parcel of the building “Rauf (Raouf) Pasha Khan”, described as an “early hotel” in the thesis, can be seen (Figure 305). Despite the difference in name, the similarity of the plan schemes indicates that the hotel building is a continuation of the previous one.

It is stated that the owner of Ragıp Pasha Hotel was the Mayor of the Second Municipality Office, "*İkinci Daire-i Belediye*", of İzmir in 1879 (Özgen, 1941,p.183). The managers of the hotel were Muhammed and Osman Nuri Beys (Nadir 1926 a,p.35). In 1930's, the establishment was managed by Hasan Basri Bey, who then lived in Kızılcıulu (İzmir ve Civarı Telefon Türk Anonim Şirketi, 1936, pp.52, 112). The hotel with 24 rooms was included in the list of the first and second class hotels. During this period, a stay in a single room costed 125 kuruş and in a double room 50 kuruş per person (İzmir ve Havalisi Asar-ı Atika Muhipleri Cemiyeti, 1934, p.14). In 1940's the hotel was serving as a second class hotel (Yurdkoru (Ed.), 1941, p.168).

The famous Şifa Pharmacy was located below Ragıp Pasha Hotel (Figure 306). Şifa Pharmacy, known as the first Turkish Pharmacy in İzmir, belonged to Kadızade Hüseyin Rifat Efendi, and later on was sold to the Greek pharmacist Moraiti and then in 1911, it was sold to Eczacıbaşı Süleyman Ferit Bey for 250 gold coins. (Aksoy, 1986, p.103) Ragıp Pasha Coffee-house below the hotel was among the famous ones in İzmir (İzmir ve Havalisi Asar-ı Atika Muhipleri Cemiyeti, 1934, pp.14-17). The coffee-house was managed by Vasfi Bey. Darülbedayi (İstanbul City Theater) actors used to stay at this hotel whenever they visited İzmir, and with their contribution, chats about the art of theater could take place in the coffee-house. The Palaver Club, "*Palavra Klübü*", where the matters of the city and country would be discussed in a humorous and satirical style, was to gather in this place during the period from the 1930's to 1955. The poet Bıçakçızade Hakkı, a member of the committee for Union and Progress, "*İttihat ve Terakki*", Küçük Talat, the author Nail Moralı, the painter Kadri, and Ferit Eczacıbaşı, all were the members of these intellectual coffee-house chats (Aksoy, 1986, pp.276-277).

The building, which consists of a ground floor, a mezzanine above and a first floor, possesses a plan scheme with courtyard. The entrance to the courtyard is provided through a passage from Hükümet Street (Figure 307). The courtyard is

surrounded by porches on three sides. The coffee-house was on the right hand side of the courtyard and Şifa Pharmacy on the left. On the 1905 plan, a water element can be seen in the middle of the courtyard. The shops and the hotel hall both open to the courtyard. However, a part of the courtyard has been closed to be used for commercial activities and accordingly, the water element has been removed a short period ago.

After reaching the courtyard through the passage, one can go up the stairs, at the entrance section on the left, to the mezzanine (Figures 308-309). Whereas the part of the mezzanine above the pharmacy and coffee-house, is used as parts of these sections, there exists a small welcoming hall accompanied by 8 rooms in the other part. The corridor provides circulation towards the courtyard direction, and on this floor, the rooms obtain air and light from the corridor. The toilets are the commonly used sections in the corner. The upper floor is allocated to merely the bedrooms (Figures 310-311). On this floor, there are 18 rooms, 5 of which face the road. The rooms are divided into similar dimensions. The part above the mezzanine differs from the other only by a difference in level. The rooms in this part open at two sides to the corridor in the middle, whereas in the other part, they open at one side to the other corridor providing circulation to the courtyard. Within such an organization, most of the rooms obtain air and light from the streets, and a few, from the courtyard and the corridor. The sanitary spaces are the commonly-used sections situated at the corner on this floor as well. Through the stairs, one can reach a small attic room (Figure 312). Some other narrow stairs are situated at the other side of the roof. The roof is a tiled hipped roof.

The facade of the building has been organized symmetrically (Figure 313). The ground floor has been divided into five axes with pilasters and the middle axis, where the entrance takes place, was kept narrow. The middle axis was defined by an oriel on the upper floor. The ground floor attracts attention with its ornamented timber doors, lattices and ferforge eaves. The ground floor

spacings are arched. On the first floor there are four windows on each side of the oriel. The windows with a rectangular jamb are emphasized by the ornamentation under the head jamb and the sill. The facades of ground floor and mezzanine have a cut-stone texture, which is different from the upper floor facade with its brick texture. The corners of the facade wall have been designated by using cut-stone all along the two floors. The building ends up with thick moulding and short eaves. The courtyard facades have been shaped with the regular repetition of the columns belonging to the porches on the ground floor and the windows with rectangular jamb on the upper floors (Figure 314).

The building has been converted into a shopping building after being restored. Although it was endeavoured to conserve the originality of the building during the restoration, it can be noticed that some changes have taken place. A new water element was brought into the center of the courtyard on the ground floor (Figure 315). The original shape of the stairs has been changed and a secondary stairs has been constructed on its symmetrically opposite side. Two shops have been built in place of the coffee-house, which previously overlooked the street, and the coffee-house has been moved inside the courtyard. Some shop and office units have been placed on the other two floors (Figures 316-317). As to be different from the past, the courtyard has been covered with a transparent roof (Figure 318). On the other hand, it can be observed that the street facade has been restored in accordance with its originality (Figures 319-321).

1.4. Hotels Converted from Houses into Hotels

In this group, there are four hotels analyzed. Some examples of this group of hotels, dating back to the first quarter of the 20th Century, and which were located at different regions of the city such as Kemeraltı, Basmahane, Mezarlıkbaşı and Birinci Kordon Street, could all reach the current day.

Büyük Abdülkadir Pasha Hotel, Mezarlıkbaşı.

The hotel which was located at Mezarlıkbaşı district does not exist anymore and the information about the building is only very limited. The original plan and photographs of the building could not be obtained.

It is understood that this building, which was converted into a hotel from a house, functioned as a hotel for a long time. In specific documents of the 1940's, the name of establishment appears to be listed among the second class hotels (Yurdkoru (Ed.), 1941, p.168). Eray, who have stayed here in 1980's, states that the hotel looked neglected, but that it still preserved its historical characteristic with the old maps on the walls showing the boundaries of the Ottoman Empire, the paintings of Büyük Abdülkadir Pasha and the timber and Morocco leather consoles. The hotel which was inherited as a family establishment to the sons of the owners, was closed down two years later and then the building was then demolished (Eray, 1988, pp.60-61).

Naim Palace Hotel, Birinci Kordon Street, (Figures 322-329)

Naim Palace Hotel was one of the limited number of hotels managed by Turks on Birinci Kordon Street. The hotel which started serving in the first quarter of the 20th century was one of the remarkable establishments of the time (Öztürk & Türkmenoğlu, 1993a, p.15). It is note worthy that the building served as a guest house as well as a hotel in this history.

The carpet trader Takfor had the building constructed as a mansion between 1875-1880. After the Independence day of İzmir it has been abandoned by its owner and put into the Treasury ownership. For a period of time, it has been used as the headquarters of Turkish Army. Here, Atatürk has carried on some of his works for the İzmir Economy Congress, which took place on 17th of February, 1923. At the end of the Congress, the building has been evacuated and the Treasury has given the building to Naim Bey for rent, as he would make use

of it as a hotel. Atatürk and İnönü have both stayed at Naim Palace during their visits to İzmir (Figure 322). When Atatürk came to İzmir after the assassination planned in 1926, he has again stayed here and has made a speech to the public that gathered at the front of the hotel (Aybars, 1988, p.430; Erman, 1971, pp.24-25-38). In October 1926, the building was bought by the İzmir Municipality and has been given to Atatürk as a present. Whenever Atatürk visited İzmir on various occasions, he has stayed at this house. During his visits to İzmir, Shah Rıza Pehlevi has also stayed in one of rooms of this house overlooking the sea (Önder, 1970, p.105). After the death of Atatürk, the building has been opened to the public as a museum in 1941. Today, it still serves as the “Museum of Atatürk”.

The building consists of a basement floor together with a ground and first floors and an attic storey. It has a middle hall and an almost symmetrical plan scheme (Figure 323). The main entrance of the building is on the Birinci Kordon Street direction. The entrance hall situated at the middle axis has a marble floor and can said to be a large space with its high ceiling, and there also are statues put in large niches. Various rooms and some magnificent stairs open to this space. At the back hand side of the ground floor, a courtyard with columns separated from the street by high walls and the extensions of the building were organized (Figures 324-325). The courtyard has a service entrance as well. There are bronze statues on both sides of the stairs reaching the upper floor and on the opposite side, there is a console touching the ceiling (Figure 326). The room where Atatürk has stayed, also takes place on the upper floor, being preserved with its original furniture (Figure 327). On the upper floor that was organized around a central “*sofa*”, the additional access between different rooms were made to facilitate the circulation for the use of the museum.

The facade of the building has been organized symmetrically (Figure 328). The middle axis has been emphasized by an entrance shaped as an arched- and deep portal and the oriel above (Figure 329). The floors have been separated

with mouldings. There are two windows on both sides of the entrance on the ground floor, with a rectangular jamb and ferforge balustrades. On the upper floor, there exist two balconies on each side of the oriel. There also are pediments above the doors with rectangular jamb opening to the balcony having ferforge balustrades. The facade wall, which mainly has a cut-stone texture, has been emphasized by pilasters on the corners all along the two stories. The facade wall ends up with a thick moulding. It is covered by a tiled hipped roof.

Sadık Bey (Yeni Sadık Bey) Hotel, Basmahane, (Figures 330-337)

The building overlooks Basmahane Meydanı (Square) on one direction and on the other, the “Dibek Road” (1296th Road), which is known as “The Road of Hotels” today. The building which belonged to Uşakızzade Family was built as a mansion in 1890’s and was then used as a Post Office for some period of time. In later times, Uşakızzade Muammer Bey has converted the building into a hotel and has given the name Sadık Bey, as it was the name of his father (Onur, 1987, p.2)

In 1926-dated directory of İzmir, there are two hotels bearing the name “Sadık Bey” at Basmahane. Büyük Sadık Bey Hotel managed by Ali Saim Bey and Ahmet Müfit Bey then included 14 rooms and 40 beds. An overnight stay in this hotel was to cost between 50 and 75 kuruş. However, staying at Küçük Sadık Bey Hotel that was managed by Abdi Efendi was 50 kuruş in prize (Nadir, 1926a, pp.34-35). It is probable that this extremely large building has been divided into two and managed by different people in this period. It is known that this situation has changed in later times. In the 1934-dated directory of İzmir, only one hotel under the name of Sadık Bey Hotel with 23 rooms was mentioned. During this period, the prize of a stay in a single room was 75 kuruş and per person in a double room was 65 kuruş (İzmir ve Havalisi Asar-ı Atika Muhipleri Cemiyeti, 1934, p.14). The establishment was managed by Ömer Lütfü Bey in these years (İzmir ve Cıvanı Telefon Türk Anonim Şirketi, 1936,

p.79). The hotel has later been enlarged and become a hotel with a capacity of 44 rooms and 80 beds. After this reconstruction, the establishment has begun to be called “Yeni Sadık Bey Hotel”.

The building is still used as a hotel today. The building consists of two separate parts, one of which, built in a modern architectural style, overlooks Basmahane Square and the other, the 1296th Road (Figures 330-333). The hotel has two entrances, one from the square and the other from the road. When entered from the Basmahane Square direction, one can go up the wide stairs to the first floor and the lobby is situated here (Figures 334-335). On the ground floor of this part, there is a restaurant and some shops functioning on the outer side. When entered from 1296th Road, one can reach a hall including a reception. The hall opens to a corridor that avails for the connection of some of the rooms with the other part.

The new part of the hotel has three stories, whereas the old part has two. There is a level difference depending on the land scopes of the entrances from the square and the road. Level differences take place along the corridors and regarding the corridor of the upper floor, air and light have been obtained from the top (Figure 336). The rooms can be single, double or with three or four beds (Figure 337). As the sanitary spaces are designed as common sections, sinks have been put in the rooms as well.

The facades of the building on 1296th Road and Basmahane Square, display different characteristics. The old part which still keeps its historical characteristic, holds a typical facade of a house (Figure 332). There is an entrance door, which forms a niche towards inside in the middle axis of the ground floor, and the windows with rectangular jamb are on both sides. There are two projections placed symmetrically on the facade of upper floor. The projections are conspicuous with their ferforge props and the pilasters on their corners. The facade wall ends up with a wide moulding. The building is covered by a tiled hipped roof and there exists a short roof eaves.

The facade of the new part of Sadık Bey (Yeni Sadık Bey) Hotel overlooking Basmahane Square attracts attention with its horizontal lines. The ground floor, where the commercial activities take place, includes wide spacings. On the other two floors, there are balconies that continue all along the two axes of the facade. The symmetry has been degenerated on the last axis excluding a balcony. There are wide spacings in the middle of each axis which are shaped by windows and doors. The building ends up with an eaves carried by reinforced concrete props.

Zevk-i Selim Hotel, Kemeraltı.

It was situated at Şamlı Road in Kemeraltı. Although it was a mansion belonging to one of the famous rich people, Hadji Mehmet Efendi at the beginning, it later on was converted into a hotel (Aksoy 1986, p.104). This change has taken place in the first quarter of the 20th Century.

At first, the establishment was referred to as “Zevk-i Selim Guesthouse”, “*Zevk-i Selim Misafirhanesi*”. It is revealed that in the establishment managed by Sadıkzade Saadeddin Bey, the average prize of a stay was to cost 100 kuruş (Nadir, 1926a, p.34). The establishment consisted of 18 rooms. During the 1930's, the name of the hotel was mentioned among the first and second class of hotels. In this period, the prize of lodging in a single room was 100 kuruş, and double room 70 kuruş per person (İzmir ve Havalisi Asar-ı Atika Muhipleri Cemiyeti, 1934, p.14). No photograph, plan or document could be attained about the building.

1.5. Hotels with Different Plan Schemes

Nine hotels are analyzed in this group. Four of these hotels were dated to the 19th Century and the remaining five, to the first quarter of the 20th Century. Only a few of these hotels, which were situated in different regions like Birinci

Kordon Street, Fevzi Pasha Boulevard, and Basmahane, still exist and various damages can be observed in these hotels.

1.5.1. The Hotels with Different Plan Schemes of the 19th Century.

Astre d'Anatolie Hotel (Hotel Astre d'Anatolie) Osmaniye Street.

(Figure 338)

On the 1905 insurance plan, the building can be seen on lot number 159 at Osmaniye Street (Figure 338a). It is surrounded by a restaurant on one side and some commercial uses on the others. The building dated to the 19th Century could not reach the current day.

The hotel held a rectangular plan scheme (Figure 338b). The entrance was given only from the facade overlooking Osmaniye Street. The entrance hall was placed at the left corner of the ground floor and there were a bar and a restaurant on the other side.

Concorde Hotel (Hotel la Concorde), Birinci Kordon Street, (Figure 339)

The plan of the building which could not reach the current day can be noticed on the 1905 insurance plan (Figure 339a). The building situated at building lot number 84 on Birinci Kordon Street was surrounded by depot buildings at three directions. It is dated to the 19th Century.

Apart from the characteristic hotel schemes on this road, Concorde Hotel was shaped related to the conditions of its own parcel (Figure 339b). The only facade of the building with a rectangular plan on Birinci Kordon Street direction was rather long. The entrance was placed in the middle axis of this facade. The stairs reaching the rooms on the upper floor, was situated at the end of the entrance hall. There was a café right next to the entrance and a shop on the other side. There took place another café on the left corner of the ground floor. The shops were as well placed on this facade.

Leonidas Hotel (Hotel Leonidas), İngiliz İskelesi Road, (Figure 340)

On the 1905 insurance plan, the building can be seen on lot number 26 at the corner where İngiliz İskelesi Road was perpendicularly intersected by one of the side roads (Figure 340). As the hotel was surrounded by other buildings at two directions, it had only two facades. The building dated to the 19th Century could not reach the current day. Although the 1905 plan displays a nearly rectangular plan scheme on the ground floor, there are no details about the spatial uses included.

Ville Hotel (Hotel de la Ville), İkinci Kordon Street, (Figures 341-343)

The building situated at İkinci Kordon Street was surrounded by Theatre Loucas on Birinci Kordon Street direction and Kraemer Brasserie and Restaurant and Theatre Concert America on the other directions (Figure 341a). According to the 1905 plan, the 19th Century-dated hotel, takes place on lot number 48.

Hotel Ville was managed by F. Barthelemey Fragiacomio. In an advertisement published in a 1894 directory, it is stated that the establishment was the oldest hotel in İzmir and that it included a restaurant with French, English and Eastern cuisines as well as a pretentious cellar for beverages. The advertisement informs about the facts that various languages could be spoken in the hotel and also that there was a collection of all the newspapers and magazines published in the country as well as foreign magazines (Figure 342). (Almanach Synoptique A L'Usage Du Levant, 1894, pp.12, 273). Although the hotel comprised small rooms, the cost of lodging was rather high. The Duke of Battenberg has also stayed at this hotel in 1886 (Atay, 1978, p.35).

Even though the building could not reach the current day, the 1905 plan and a photograph that views the hotel from a distance, both inform about the architectural characteristics of the building. As the building was neighbouring

Theatre Loucas, which was then a garden theater (Jardin du Theatre) at the Birinci Kordon Street direction, it has been influenced by its architecture. At İkinci Kordon Street direction, there was the hotel entrance hall on the corner of the parcel and there was Café Loucas in the other part of the ground floor (Figure 341b). The café provided access towards the sea side through a narrow part extending at Birinci Kordon Street. Thus, the hotel rooms upstairs had to be analyzed within an L-shaped scheme with one wide wing and a fairly narrow one.

In the photographs taken from the Birinci Kordon Street direction, the stage building of the theater was on the left, the garden theater in the middle and the narrow facade of the part of the hotel extending to this direction, on the right (Figure 343). On this facade of the two-storied hotel, there were two wide spacings shaded with canvas on the ground floor and only a window on the first floor. In the background, the windows of the spaces overlooking the sea can be distinguished from above the theater, on the upper floor of the hotel. There were nine windows lined up orderly on the wide wing of the building and five windows on the other one. The building was covered by a tiled hipped roof.

1.5.2 Hotels with Different Plan Schemes of the 20th Century.

Ankara Palace Hotel, Konak-Kemeraltı, (Figures 344-347)

The building is situated at the entrance of Kemeraltı on Konak Square direction. It has facades to Konak Square on one side, to Hükümet Street (Anafartalar Street) and Göztepe Tramvay Street (Milli Kütüphane Street) on the other two sides, and it neighbours a building on the remaining side.

It is stated that in place of the Ankara Palace Hotel, there were offices at the end of the 19th Century, and one of the famous lawyers of the city, called Tevfik Nevzat's office, was located here, too. The Military Coffee-house and Reading Place, "*Askeri Kiraathane*", was as well placed on the ground floor (Yücebaş,

1984, p.193). The military coffee-house constituted a center, where intellectual people of İzmir used to get together at the beginning of the 20th Century (Aksoy 1986, p.273). The hotel established here, functioned just like a headquarters, because of its closeness to the Government Building and the Barracks (Sarıkişla), and it accordingly was called “The Military Hotel”, “*Askeri Hotel*”. The hotel which was managed by Ahmet Raşit Bey and his partners, comprised two parts. In its first class part, there were 21 rooms and 37 beds and an overnight prize was 100-150 kuruş. In its second class part, the prize was 75 kuruş. There was an electric system in the hotel as well. The coffee-house offered some game facilities like backgammon, cards and domino as well as various beverages (Nadir, 1926a, p.35). In the following periods, it could be figured out that the second class part of the hotel was subject to a new organization. It is revealed that the name of “Ankara Palace” was given to establishment ascribed to “Ankara Palace Hotel” in Ankara.

Ankara Palace Hotel constituted one of the very few luxurious hotels of İzmir during the Republic period. The hotel was managed by Nafiz and Kemal Beys in 1930's. From the phrase “Ankara Palace (Previous Military Hotel)” it can be understood that the building changed in characteristics. “Konak” and “Mitat” taxi-stops took place at the hotel garden and served the passengers of the hotel (İzmir ve Civarı Telefon Türk Anonim Şirketi, 1936, pp.27, 54, 65, 92).

The cost of an overnight lodging in 1934 in this hotel with 19 rooms was 2 liras for a single room and 5 liras for a double room. There also were facilities such as hot water bath or telephone (İzmir ve Havalisi Asar-ı Atika Muhipleri Cemiyeti, 1934, p.13). The Military Coffee-house below the hotel has later become famous as the “Ankara Palace Pastry-shop”. Until recent times, the famous contemporary literary men, journalists and intellectuals used to gather there. Halikarnas Balıkcısı, Ş. Yurdakul, A. İlhan, Ö. Hazar, B. Umar, and O.R. Gökçe were some of the famous guests of this place (Aksoy, 1986, pp.265-266). At the same time, the hotel constituted a meeting place for the politicians as

well. Bayar and Menderes carried on their works of organizing the Democrat Party here. In this period, the bus-stop in front of the hotel bore the name “14th of May Bus-stop”, which symbolizes the date of the Democrat Party coming into power (Onur, 1987, p.2).

The hotel was enlarged in time and the bed capacity increased to 99. Beyru mentions that there has been two big constructions in İzmir in 1936, one of which was Ankara Palace Hotel (Seymen, 1992, p.312). The hotel was probably enlarged in this period. The establishment then has functioned as a first class hotel in the 1940's during which the hotels were classified in three groups (Yurdkoru (Ed.), 1941, p.168). In 1950's, when hotels were classified in four groups, it was in the luxury hotel status. The prize of lodging in these years for a single room was 3-8.5 Liras and a double room 6-17 Liras (Vatan Gazetesi, İzmir İlavesi, 1951, p.7). The difference in prize proves that there were rooms with different conditions of comfort.

The building has continued its functioning as a hotel until recently. Eray, who has visited İzmir in 1980, states that he has stayed at Ankara Palace Hotel and that it still reflects the traces of the past with its old carved consoles and sideboards with marble on top (Eray, 1988, p.60). Ankara Palace Hotel was on the list of 1A class of hotels, among those hostelry establishments that were under the control of the Municipality in 1990's. The hotel possessed a capacity of 57 rooms and 92 beds. (İzmir Rehberi, 1992, p.197) At present, the hotel has been closed and its sign have been taken off, while some works are in question to bring some commercial activity within.

The old photographs are enlightening about the stages the building has experienced. The very first situation of the building can be seen in a photograph taken from the Konak Square direction, displaying the beginning of the 20th Century (Figure 344). In this photograph the old building, of which one part remains to be at the back today, can be perceived as a whole. Some characteristic features like the pediment which continues all along the facade and

depressed arched windows, can both be distinguished. In another photograph taken from the same direction later, the modern-styled building of our day can be viewed (Figure 345). The hotel must have been enlarged and a new part must have been added to the front during this period.

Today, Ankara Palace Hotel consists of two parts one of which is the old part in Göztepe Tramway Street (Milli Kütüphane Street) direction and the new part overlooking Konak Square. The new part consists of three stories and an attic storey (Figure 346). The entrance of the hotel is in this direction. On the corner where “Ankara Palace Pastry-shop” was situated, is today replaced by a shop. There also are other shops used from the outer side of the ground floor. The hotel entrance hall placed in the new part, is a fairly large space and the wide hotel stairs take place on its opposite hand side. The upper floors consist of sanitary spaces and the rooms opening to a corridor. Various services are to take place on the attic storey.

The facade facing the Konak Square and Hükümet Street (Anafartalar Street), was constructed in a modern architectural style. The middle axis, where the entrance and the stair hall are placed has been emphasized by being vertically heightened and pulled back on the elevation. The side wings are defined by horizontal lines. The original appearance of the building has been ruined by the widening of the windows on the right wing. Until recently, a sign as “Ankara Palace Hotel” was put on the left wing. The new part joins the old building at the back hand side by a turn to the Hükümet Street. In this direction, there is a balcony gained by pulling the facade inwards on the second floor of the new part.

The old part of the hotel is a corner building with two stories. The building has a wide corner facade at the point where Hükümet Street and Göztepe Tramway Street intersect (Figure 347). Its facade pattern portrays the characteristic features of Kemeraltı Hotels. There are wide spacings on the ground floor and the facade of this floor has been partially damaged by

commercial uses. The stories have been separated by mouldings. There are two balconies with ferforge balustrades in the middle of the upper floor facade. The windows on two sides, are depressed arched just like the doors opening to the balconies, and they are framed in a rectangular shape. The facade ends up with a wide moulding and a triangular pediment continuing all along. The same type of windows is also used on the facade overlooking Göztepe Tramway Street. Although the moulding continues on this facade as well, there is no pediment. The building is covered by a tiled hipped roof.

Aydın-Kasaba (Huzur) Hotel, Fevzi Pasha Boulevard, (Figures 348-358)

The establishment which bore the name “Aydın-Kasaba Hotel” in the past, and the name “Huzur Hotel” at present, is situated at a corner parcel on Fevzi Pasha Boulevard. It is dated to the first quarter of the 20th Century. In a 1926-dated directory, it is stated that the establishment was managed by Ahmet Feyzi Bey (Nadir, 1926a, p.34). On the other hand, the managers of the hotel today, claim that the building was constructed by a sailor. The establishment holds a capacity of 16 rooms with 40 beds.

On the ground floor of the two-storied building, there are shops and the hotel entrance, whereas on the upper floor, hotel rooms take place. The part with the shops on the ground floor occupying a large space, was organized as a shopping arcade. Today the two stores have been obtained by combining the spaces (Figure 348a). One can enter a narrow hall through an entrance door placed at the left corner of the building in Fevzi Pasha Boulevard direction (Figure 349). Here, there is an information desk and the stairs going up (Figure 350). The real space for the lobby is on the upper floor.

The upper floor plan consists of a wide central *sofa* and rooms opening to it on both sides (Figures 348, 351). The *sofa* also serves as the lobby. Most of the rooms are connected to the outer elevation, and only two of the rooms take air and light from the corridor. The rooms have been furnished up with either two

or three beds (Figure 352). The dimensions of the rooms indicate differences as 1.80 x 3.51 m., and 2.90 x 5.00 m. The upper floor has been decorated with various ornamentation on the doors and the use of a stained glass (Figure 353). There is supposed to be a relation between the sailor, whom it is claimed that he had the hotel built and the ship figure on one of the doors opening to the sofa (Figure 354). Various compositions were formed with tile claddings on the floors (Figure 355).

The facades of the building have been organized symmetrically (Figure 356). With its cut-stone texture the ground floor has been separated from the upper floor which has a brick texture. There are wide spacings separated with thick columns on the ground floor. The middle axis on Fevzi Pasha Boulevard facade is designated with the entrance of the old shopping arcade on the ground floor, the balcony with ferforge balustrades on the upper floor and the triangular pediment extending up towards the end of the wall (Figure 357). The hotel entrance with a narrower spacing on the right corner of the ground floor has caused the symmetry to degenerate on this floor. On the upper floor, there are two circular balconies on both sides of the balcony in the middle. The balcony in the middle is different from the others with its rectangular shaped wide door-window pattern (Figure 358). While the depressed arched doors open to the circular balconies, there exists a circular arched window on each side of the balconies. There is a moulding on the window level, and above, there are props bearing the roof eaves. The building is covered by a tiled hipped roof.

The ground floor on the side facade with five wide spacings have been separated by columns. A balcony with ferforge balustrades continues all along the upper floor facade. The axes on the upper floor have been designated with pilasters. The pattern shaped with a wide depressed arched door and a narrow circular arched window, was used all along the facade.

Huzur Hotel is still being used as a hotel today. The effort has been spent by the managers of the hotel to maintain the building in spite of such problems as the lack of sanitary spaces, heating problem, and the need for repairing etc.

Bahçeli Hotel, Basmahane, (Figures 359-371)

The building is situated at a parcel overlooking the side facade of Basmahane Station on Gaziler Street. The building which has gotten its shape to be consistent with the conditions of its own parcel, reflects the effects of 1st National Architectural Movement. It is stated in a 29.12.1986-dated report by the Ministry of Culture and Tourism, Directorate of Ancient Monuments and Museums, that the building has hosted many historical important people in the past and that this is why it is of great importance. There were two shops and a lemonade factory below the building, which still was used as a hotel in the 1970's. Today, the building has been converted into an office and shopping building.

The three-storied hotel was placed on a land with approximately 16.90 m. to 19.35 meters in dimension. The ground floor has been allocated to commercial units and to the hotel entrance hall, whereas the upper floor was used for the main lodging activities. The entrances of the space which was used as a lemonade factory until recently and of the hotel entrance hall, is both from Gaziler Street (Figure 359a). According to the register of title deeds, in the past, there were two shops in this part. The hotel entrance hall was a space with the dimensions of 3.70x4.60 m. on the narrow side and 17.85 m. on the long side, and it extended all along the courtyard at the back. In case one entered the hall from the main door in Gaziler Street direction, he/she could come across with the stairs climbing up to the upper floor. There were no windows opening to the entrance hall. Illumination and air conditioning were provided by the doors and openings next to the stairs.

On the first floor, the stairs reached a *sofa* and from there on, one could pursue along the corridors taking a U-shape (Figure 359b). From both ends of the corridor, one could go out on a balcony that continued all along the facade. 10 rooms one of which was a suite, 2 saloons, the store rooms and the sanitary and service spaces were all placed at both sides of the corridor. The rooms had variable dimensions like 4.00x4.10 m, 2.50 x 3.25 m. and 3.70 x 3.15 m. etc. Three of the five rooms placed at the front elevation, open to a common balcony. The sanitary spaces were the commonly-used sections. The toilets, together with the store rooms, were both placed around a large opening in the middle, and the bathroom was situated next to the stairs. The columns of the structural system can be noticed in the existing plan recorded in the near past, “*releve*”.

According to the second floor organization, a terrace was formed by abandoning an area of 12.60 x 8.10 m. in dimension from the back hand side of the building (Figure 360). The rooms were lined up around an L-shaped corridor. One could go out onto the terrace from the three different points of the corridor. There were 12 rooms on this floor and each room was different in dimension. Four of the six rooms placed at Gaziler Street direction, opened up to a common balcony. One bathroom and a toilet on different corridors, provided for the need of a sanitary space on this floor.

The facade pattern of the building exemplifies the characteristic approach of 1st National Architecture Period (Figure 361-362). The facade has been organized symmetrically and divided into three parts. On the ground floor, the doors look like a rectangular portal on both sides and there are two circular arched doors in the middle. The middle part, which has been kept large, has been emphasized by a console supported by the props on the upper floor. There are balconies defined by pointed arches and fretwork balustrades on both floors. The console has been given the appearance of an oriel by covering the narrow sides of the balconies. This part ends up with a horizontal band on top and a

tiled hipped roof above. The sides parts which are narrow, have been given a tower appearance by the heightening of the parapets. Depressed and pointed blind arches, mouldings, with vegetal motifs are the main characteristics.

Although the building was registered according to the 09.06.1979 dated- and A-1729 numbered-decision of GEEAYK, it has begun to be pulled down in 1986 (Figure 363). İzmir Conservation Council of Cultural and Natural Entities Numbered 1, has decided on the continuation of its registering with a 02.07.1987-dated and 3490-numbered decision and has determined its registration degree as 2-A3. With a 07.07.1988-dated and 439-numbered decision, permission has been given for the conservation of the registered building by being restored and for the construction under the condition of moving the cadastral boundaries 5 m. back.

Within the framework of these developments, Bahçeli Hotel has been demolished, and one part of it on Gaziler Street direction, has been reconstructed to be consistent with its originality and furthermore, a building consisting of 8 floors and a basement has been built behind. A part behind the building which was considered to be a courtyard in the past, has been added to the building and the amount of space has been enlarged. Three shops and an entrance of the shopping building have been added on the ground floor at Gaziler Street direction (Figure 364). There also are the stores, the stairs and lifts lined up along a narrow corridor, which provides for a connection with the back street. The upper floors are allocated to the office uses (Figure 365). One part of the building extending to the back has been left as a terrace because of the necessities of the regulations of reconstruction. The number of stories have been increased on the condition that the heights of the stories are to be kept lower than they were in the past (Figure 366).

Various endeavours have taken place to attain a harmony between the high building at the back and the existing part of old building, and the decision was to have a facade pattern to give reference to the side parts of the old facade that

looked like towers (Figures 367-369). The narrow windows in the higher part, give reference to the window dimensions of the old building. The white color of the old building contrasts with the yellow color of the new one. As a result, it can be seen that Bahçeli Hotel has lost its original characteristics both on the outer facades and in the interior space (Figures 370-371).

Ege Palace Hotel, Birinci Kordon Street, (Figure 372)

It is stated that Ege Palace Hotel was situated at Birinci Kordon street and it was among the luxurious hotels of İzmir during its time (İzmir ve Havalisi Asar-ı Atika Muhipleri Cemiyeti, 1934, p.13). The building could not succeed in reaching the current day. However, an old photograph of the building informs about its architectural characteristics (Figure 372). It can be noticed that the building which has been shaped according to the conditions of this corner parcel, has reflected the Early Republican Period architecture.

According to the photograph, Ege Palace Hotel was a three-storied building. The corner was emphasized by a beveling that accorded with the understanding of that period and the entrance was taken from this narrow facade. The entrance door was depressed arched. Above the entrance on the first floor, there was a balcony covering the facade and turning towards the sides, and there also was another smaller one with an eaves above on the second floor. The balconies were conspicuous with their fretwork, stone balustrades and thick props. The parapet was heightened on the top and a tower appearance was given to the corner wall. There were ornamentations with vegetal motifs on the parapet wall.

On the ground floors of the other facades, there were wide-arched spacings, and rectangular windows, which are thought to belong to the rooms on the upper floors. A small balcony with its eaves on, has taken place on the side facades of the top floor. The axes were defined by vertical facade elements, heightening as a parapet on top. These elements having the arched niches within, has gained an appearance of a portal with a height of three stories.

İzmir Palace Hotel, Birinci Kordon Street, (Figures 373-375)

İzmir Palace Hotel, which was situated at a corner parcel on Birinci Kordon Street, constituted one of the important hotels of the Early Republic Period. The hotel that was opened in 1927, held a luxury status of its time. As it included such luxuries as hot-water-baths, radiators and telephone, all of which were not widespread then, it was recommended to foreign travelers. It included a good restaurant as well. It was possible to dance on Fridays and Sundays at the dancing hall. The prize of lodging in this hotel of 26 rooms, was 2.5 liras for a single room and 4 Liras for a double room (İzmir ve Havalisi Asar-ı Atika Muhipleri Cemiyeti, 1934, pp.6, 13, 16, 20).The owner of the hotel was Kilimcizade Ahmet, who lived at Arapfırını Hastahane Street (İzmir ve Civarı Telefon Türk Anonim Şirketi,1936, pp.60, 65).

İzmir Palace Hotel functioned within a luxurious hotel status in 1940's, during which the establishments were classified into three groups (Yurdkoru (Ed.), 1941, p.168). This hotel which consisted of 54 rooms during the 1950's, was referred to as a luxury hotel then. It can be figured out that it included rooms of different standards. In 1950's, the prize of the rooms was changeable such as, 4 to 10 Liras for a single room and 8 to 15 Liras for a double room.(Vatan Gazetesi, İzmir İlavesi, 1951, p.7).

Our knowledge about the First İzmir Palace Hotel is limited with the old photographs, since the hotel does not exist any more. It can be traced from the photographs that the building has gone through a few stages. The building has taken the shape of its corner parcel. The rooms were placed along the two wings opening towards the bay. At first, the building seems to be consisting of a ground floor, mezzanine above and two more stories (Figure 373a). The area placed between the two wings of the building, has been used as the open area of the cafeteria. The cafeteria that was separated from the street with a terrace and the balustrades, availed for a sea view as well. The ground floor of the building

included higher rectangular spacings and there were narrow windows with shutters on the upper floors. The oriels that were used as the console elements with a height of about two stories, were accompanied by the small balconies with ferforge balustrades. The building ended up with a high parapet and a circular pediment placed above on the narrow facade.

In the second stage, a one-storied closed space was constructed to constitute a corner facade at the place where an open cafeteria was situated in the past (Figure 373b). The upper part of this space was used as a terrace. In the third stage, it can be observed that the hotel was enlarged by the addition of a storey and an attic storey on top (Figure 373c).

The building has experienced a big fire on the 4th of September, 1962 and the damage was about 80-90 thousand Liras (Figure 374) (Parlak, 1995, p.823). In the following periods, the new İzmir Palace Hotel consisting of 8 stories and a terrace floor was constructed after the demolish of this building (Figure 375). The corner, where there was a cafeteria there in the past, was added as a closed space, during the construction of the new building. The modern İzmir Palace Hotel with its 300 beds and 140 rooms, has been functioning since 1972. The traces of its past sustain its existence with the phrase "Since 1927" written in the hotel brochures.

1.6. Hotels with Unknown Typology

There are twenty-five hotels examined in this group. Five of these are dated to the 19th Century while the remaining twenty are dated to the first quarter of the 20th Century and around. Some of this group of hotels, which were situated at different areas of the city like Frank District, Kemeraltı, Tilkilik, Kestelli Street, could not reach the current day and the traces of some part of them have been lost.

1.6.1. Hotels with Unknown Typology of the 19th Century.

Europe Hotel, Frank District

The building was probably situated by the sea in Frank District. It can be understood that it was one of the first hotels of the 19th Century. Davis, who has stayed here, states that the cost of lodging here was reasonable and the meal was tasteful, but the rooms were not very comfortable (Davis, 1874, p.12)

Great Symrna Hotel, Marina.

The hotel which was situated at the Marina must have been one of the first hotels of 19th Century (Beyru, 1992a, p.348). There exists no detailed information about the establishment.

Mille Hotel (Hotel Mille), Tenekides Passage

It was situated at the Tenekides Passage between the Frank Street and the English Quay (Atay, 1978, p.35). The building that cannot be seen on the 1905 insurance plan, must have either changed hands or disappeared in this period.

Orient Hotel (Hotel d'Orient), Frank District

It was situated close to the port at Frank District. It was one of the well-known hotels of the 19th Century. A German traveler Ross, who has stayed at this hotel in 1845, states that the hotel rooms were small and the comfort conditions were not well enough. The cost of an overnight stay was then worth 6 Spanish Taler (Pinar, 1994, p.87).

Royal Navy Hotel (Hotel Royal Navy), Marina

The hotel was in such a location that it could welcome the people visiting İzmir by sea, at the Marina. It was one of the oldest hotels of the 19th Century. The establishment was managed by von Salva (Atay, 1978, p.35). In a travel

book written by Knight in 1838, an establishment called “Salvo’s Hotel” was mentioned, which can probably said to be the same hotel. On a board placed on the building with the writing “Royal Navy Hotel”, it also state that there were wines of good quality as well as alcoholic beverages (Beyru, 1992a, pp.348, 360, fn.30). It is stated that the hotel standards were high and that it offered such services as to be similar to its precedents in England (Fellows,1852, p.1).

1.6.2. Hotels with Unknown Typology of the 20th Century.

Anadolu Hotel, Arasta.

It was situated on Eski Mahkeme Street at Arasta. It started functioning in the first quarter of the 20th Century. It held a capacity of 12 rooms and 28 beds and the prize of a stay for a night was to cost 30 kuruş. It was managed by Ali Rıza Bey (Nadir, 1926a, p.35).

Asya Hotel, Birinci Kordon Street.

It is stated that Asya Hotel was the first Turkish hotel on Birinci Kordon Street. The establishment must have begun functioning at the beginning of the 20th Century. The owner of the hotel, Naim Bey, had quite an important place among the very few Turks in İzmir dealing with hotel business in this period. Naim Bey, who was initially working as a steward in a hotel on İkiçeşmelik, has acted as a mediator for the notables of provincial cities such as Muğla, Milas and Akhisar while he was managing Asya Hotel. Asya Hotel served as the headquarters for the notables of provincial cities during the war years (Moralı, 1976, p.76).

Asya Hotel, Kemeraltı.

There was a second Asya Hotel in Kemeraltı on Şamlı Road. This hotel which was managed by Hadji Cemal Bey, started functioning in the first quarter of the 20th Century (Nadir, 1926a, p.34).

Ardahan Hotel, Kemeraltı

The hotel was located at Kemeraltı on Şamlı Road. It was dated to the first quarter of the 20th Century. In the establishment that was then managed by Buldanlı Mustafa Lütfü Bey, the lodging prizes were varied between 50-60 kuruş. (İzmir ve Civarı Telefon Anonim Şirketi, 1936, pp.73, 108; Nadir, 1926a, p.35).

Balikesir Hotel, Tilkilik

The hotel located at Tilkilik on Osmanzade Yokuşu, has begun functioning during the first quarter of the 20th Century. It has been managed by Edip Bey (Nadir, 1926a, p.34).

Central (Merkez) Hotel, Birinci Kordon Street, (Figure 376)

The hotel was situated at Pasaport on Birinci Kordon Street. It is dated to the first quarter of the 20th Century. This establishment, which was one of the luxurious hotels of İzmir, consisted of 28 rooms and 32 beds. The prize a bed was varied between 200 and 300 kuruş. The large saloon and the three large rooms of the hotel were to face the sea view. There was a pub and a restaurant on the ground floor, where meals and soft beverages were given as a-la-carte. It is revealed that it was possible to arrange a feast for 20 people in the hotel saloon, where it as well included a piano. The hotel has offered such facilities as hot and cold bath, washing and ironing, translation etc., all of which were to be charged. It was compulsory to pay 100 kuruş for a hot bath and 50 kuruş for a

cold one. In addition, it is stated that it was possible to have a sun-bath by the sea in front of the hotel (Figure 376) (Nadir, 1926a, p.36).

During 1930's, although the hotel has kept its status as a luxurious hotel, its bed capacity has been reduced. In a 1934-dated directory, it is stated that the hotel was functioning with its 12 rooms and a stay for a night was to cost 4 Liras in a single room and 6 Liras in a double room (İzmir ve Havalisi Asar-ı Atika Muhipleri Cemiyeti, 1934, p.13). The hotel was managed by Mehmet Bey during this period (İzmir ve Cıvanı Telefon Türk Anonim Şirketi, 1936, p.71).

There are no plans of Central (Merkez) Hotel. However, having examined its photograph, it is thought that it could be central passaged hotel (Figure 376). The building, neighbouring other buildings on both sides, was a three-storied building. The facade was organized symmetrically and the middle axis was emphasized. The hotel entrance in the middle, was defined by a circular arched main door. There was balcony with ferforge balustrades above the main door. The balcony door was emphasized by pilasters and a triangular pediment extending outside. There was another balcony on the second floor in the middle axis which had the hotel board upon. There were wide depressed arched bays on two sides of the entrance on the ground floor and windows with rectangular jamb on the upper floors. The floors were separated with mouldings. There were pilasters on the corners of the facade wall going up all along the stories. The building ended up with a wide parapet, which had its name written on in French and Ottoman language.

Cihan Hotel, Kestelli Street.

The hotel situated at Kestelli Street has begun functioning in the first quarter of the 20th Century. The prize of lodging for a night in this hotel with 13 rooms was to cost 35 kuruş. In the hotel advertisements, it is stated that it was possible to find cars to visit the towns and village nearby (Nadir, 1926a, p.35).

Cihan Palace Hotel, Tilkilik, (Figure 377)

The building was located opposite to the Menzilhane in Tilkilik. It is dated to the first quarter of the 20th Century. It is stated that the hotel, which belonged to Kulalı Cihanzade Hüseyin Fehmi Bey, included modern technical equipment (Figure 377). In this hotel with 50 rooms, there also were flats for families. There were sinks with hot and cold water in the rooms as well as apertures to provide ventilation. Some of the facilities offered by the hotel, were public telephones, bathrooms, safes to keep valuable things, depots for trades to keep their goods in and the translators. Cihan Palace Hotel had luxurious furniture, was decorated in an Eastern style, and was pretentious with its restaurant, coffee-house and various saloons (Nadir, 1926a, p.35).

Cumhuriyet Hotel, Basmahane

The hotel which was situated at Basmahane Street started functioning in the first quarter of the 20th Century. The prize of a stay for a night in the hotel that was managed by Mustafa Sakıp Bey, was 50 kuruş (Nadir, 1926a, p.35).

Ferah Pension and Serif Pasha İstanbul Hotel, Kestelli Street.

The hotel situated at Kestelli Street is dated to the first quarter of the 20th Century. It was run by Rüştü Bey (Nadir, 1926a, p.34). From the name of the building, it can be understood that one part of it was managed as a hotel and the other part as a pension.

Hadji Saadeddin Hotel, Kemeraltı.

It was situated at Hükümet Street in Kemeraltı. It started functioning in the first quarter of the 20th Century. The prize of lodging for a night in this hotel with a capacity of 32 rooms and 35 beds, was 50 kuruş. The establishment was managed by Giritli Mustafa Efendi (Nadir, 1926a, p.35)

Halk Hotel, Kestelli Street.

The hotel situated at Kestelli Street is dated to the first quarter of the 20th Century. The prize of lodging for a night in this hotel with a capacity of 33 rooms and 45 beds, was 50 kuruş. (Nadir, 1926a, p.34). In the advertisement of the hotel, it was especially notified that the establishment was illuminated by electricity (Nadir, 1926b, p.42). With the new organization in 1930's, the number of rooms was reduced down to 27. In this period, lodging for a night was to cost 90 kuruş for a single room and 30 kuruş per person in a double room (İzmir ve Havalisi Asar-ı Atika Muhipleri Cemiyeti, 1934, p.14).

Mesut Hotel, Kemeraltı.

The hotel was located at Kemeraltı on Şamlı Road. The hotel, which has begun functioning in the first quarter of the 20th Century, was managed by Mustafa Efendi (Nadir, 1926a, p.35). The hotel comprised 10 rooms. In 1930's, the prize of a stay for a night in a single room was 50 kuruş, while it was 30 kuruş per person in a double room (İzmir ve Havalisi Asar-ı Atika Muhipleri Cemiyeti, 1934, p.14).

Selçuk Hotel, Keçeciler

The hotel, which was situated at Keçeciler District, is dated to the first quarter of the 20th Century (Nadir, 1926b, p.42). The hotel name was mentioned in the list of the first and second class hotels of the 1930's. The prize of an overnight lodging in this establishment of 18 rooms, was 40 kuruş in a single room and 30 kuruş in a double room (İzmir ve Havalisi Asar-ı Atika Muhipleri Cemiyeti, 1934, p.14). The owner of the hotel was Karaosmanoğlu Sırrı Bey (İzmir ve Civarı Telefon Türk Anonim Şirketi, 1936, p.86).

Sark Hotel, Basmahane

It was situated at Basmahane on Dibek Road. It has begun functioning in the first quarter of the 20th Century. The hotel which was managed by Osman Zeki Bey, held a capacity of 16 rooms and 22 beds (Nadir, 1926a, p.35)

Tevfik Pasha Hotel, Tilkilik

The hotel was located opposite to the park at Tilkilik. It constituted one of the hotels of the first quarter of the 20th Century. The hotel was managed by Kulalı Cihanzade Hasan Fehmi Bey. The establishment held a capacity of 15 rooms and 55 beds. The prize of a stay for a night at the hotel was 75 kuruş for a single room and 100 kuruş for a double room (İzmir ve Havalisi Asar-ı Atika Muhipleri Cemiyeti, 1934, p.14; Nadir, 1926a, p.34)

Uşak Hotel, Keçeciler.

The hotel, which was situated at Keçeciler Street, has begun functioning in the first quarter of the 20th Century. It was managed by Ahmet Müfit Bey (Nadir, 1926a, p.14). The establishment has later gotten the name “Uşak-Söke Hotel”. The hotel price for a night during the 1930’s was 50 kuruş for a single room and 40 kuruş per person for a double room (İzmir ve Havalisi Asar-ı Atika Muhipleri Cemiyeti, 1934, p.14).

Yeni Anadolu Hotel, Basmahane.

It was situated at Basmahane on Küçük Fettah Road. It is dated to the first quarter of the 20th Century. In this hotel, of which the its bed capacity is unknown, the prize of a stay for a night was to cost 60 kuruş.

Yeni İzmir Hotel, Keçeciler

The hotel in Keçeciler District belonged to the first quarter of the 20th Century. It can be figured out that it has been a hotel of a low standard. 50 beds

in the hotel were bedsteads and the remaining 25 were like mattresses on the floor. The establishment was managed by Giritli Ali Agha (Nadir, 1926a, p.35).

Yeni Zafer Hotel, Basmahane.

It was situated at Basmahane on Gaziler Street. It was managed by Uşaklı Muhammed Ali Bey. The prize of a stay for a night was half a Lira (Nadir, 1926a, p.35).



APPENDIX II
FIGURES

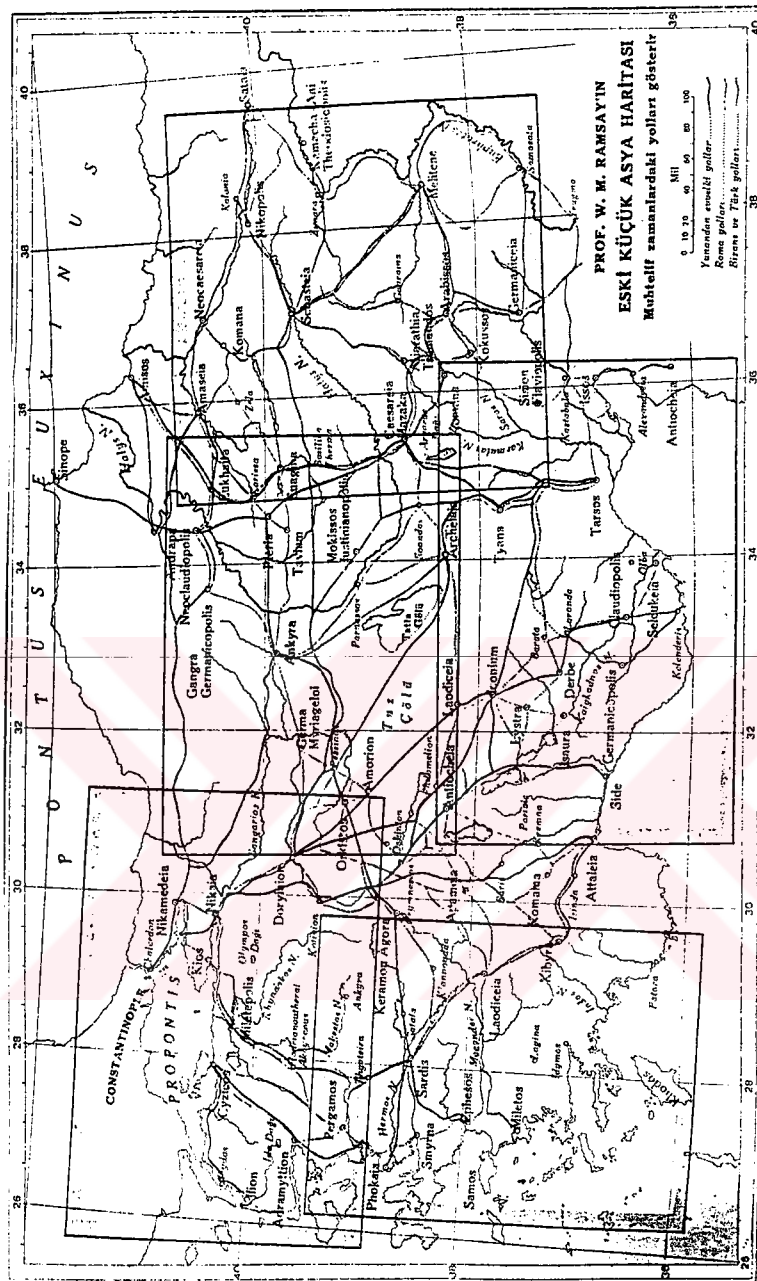
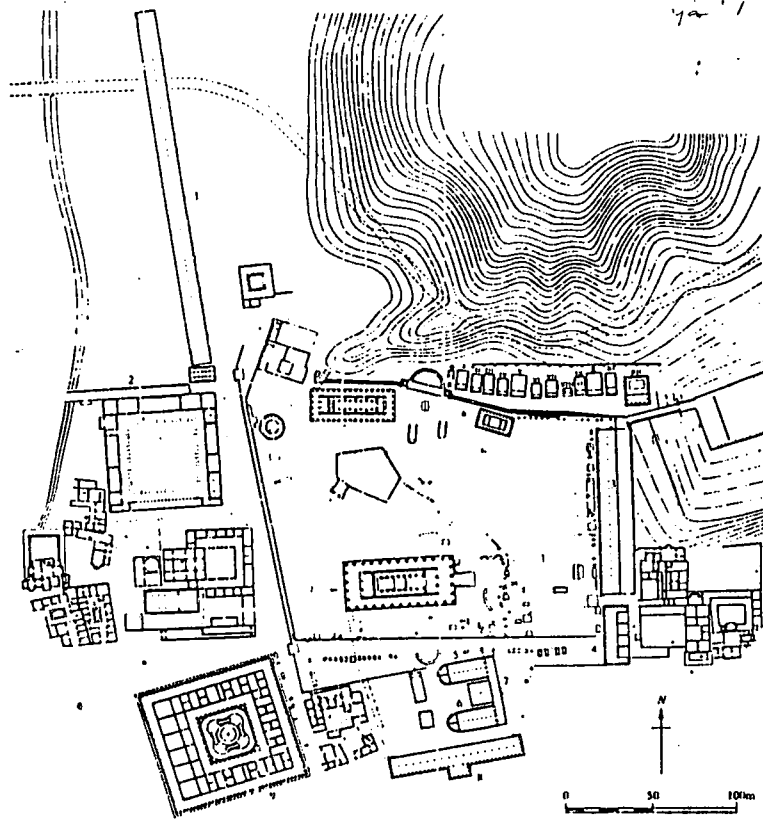


Figure 1 Roads in Anatolia by Various Periods (Ramsay, 1960, pp.22-23)



Figure 2 The Katagogion in Olympia
 a. Site Plan (Coulton, 1976, p.267, fig. 95)
 b. Plan (Maltwitz, 1972, p.277, fig.230)



- Olympia, plan of Altis
1. East Stoa of Gymnasium
 2. South Stoa of Gymnasium
 3. Echo Stoa
 4. South-east Building
 5. Bouleuterion, North Building

6. Bouleuterion, South Building
7. Bouleuterion, portico
8. South Stoa
9. Leonidaion

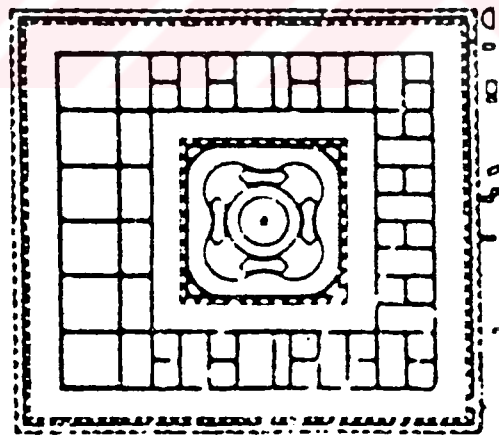
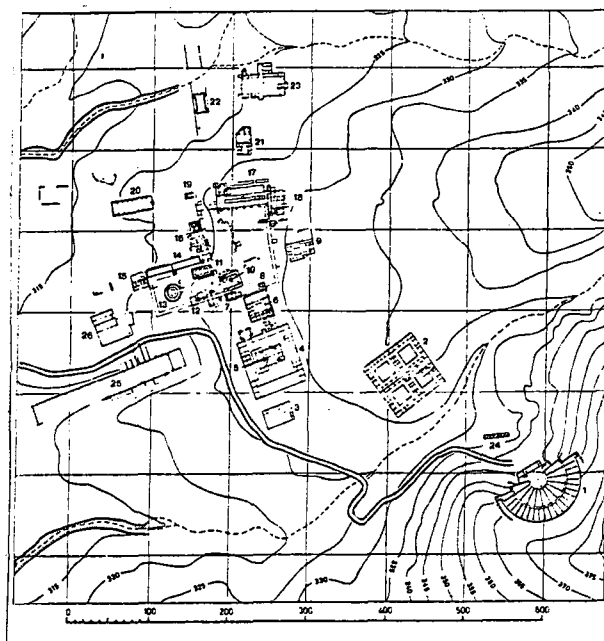
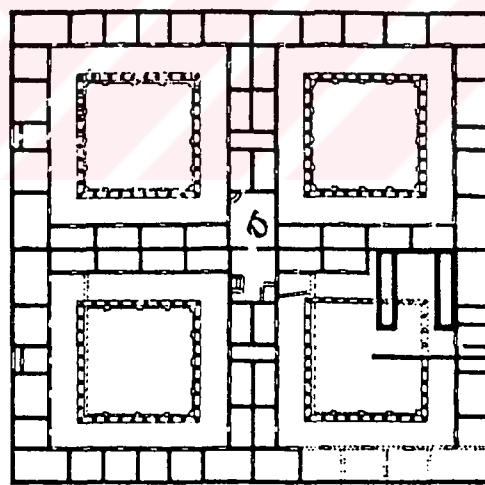


Figure 3 The Hostelry Building in Olympia - Leonidaion (Leonidaion)
 a. Site Plan b. Plan
 (Coulton, 1976, p.267, fig. 95)



a



b

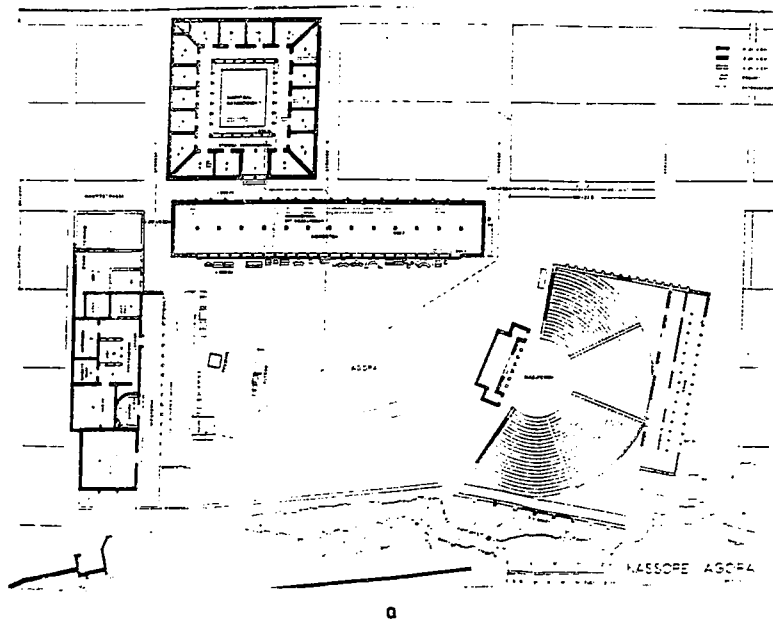
0 10 20 30 40 50 m.

Figure 4

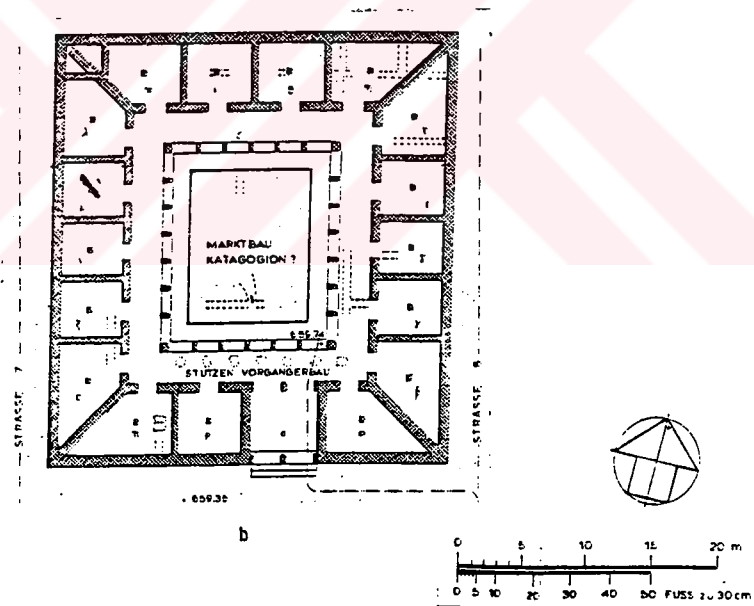
The Katagogion in Epidaurus

a. Site Plan (Iakovidis, 1978, p.131)

b. Plan (Dinsmoor, 1975, p.251, fig. 91)



a



b

Figure 5 The Katagogion in Kassope
 a. Site Plan b. Plan
 (Hoepfner & Schwandner, 1986, fig.68)

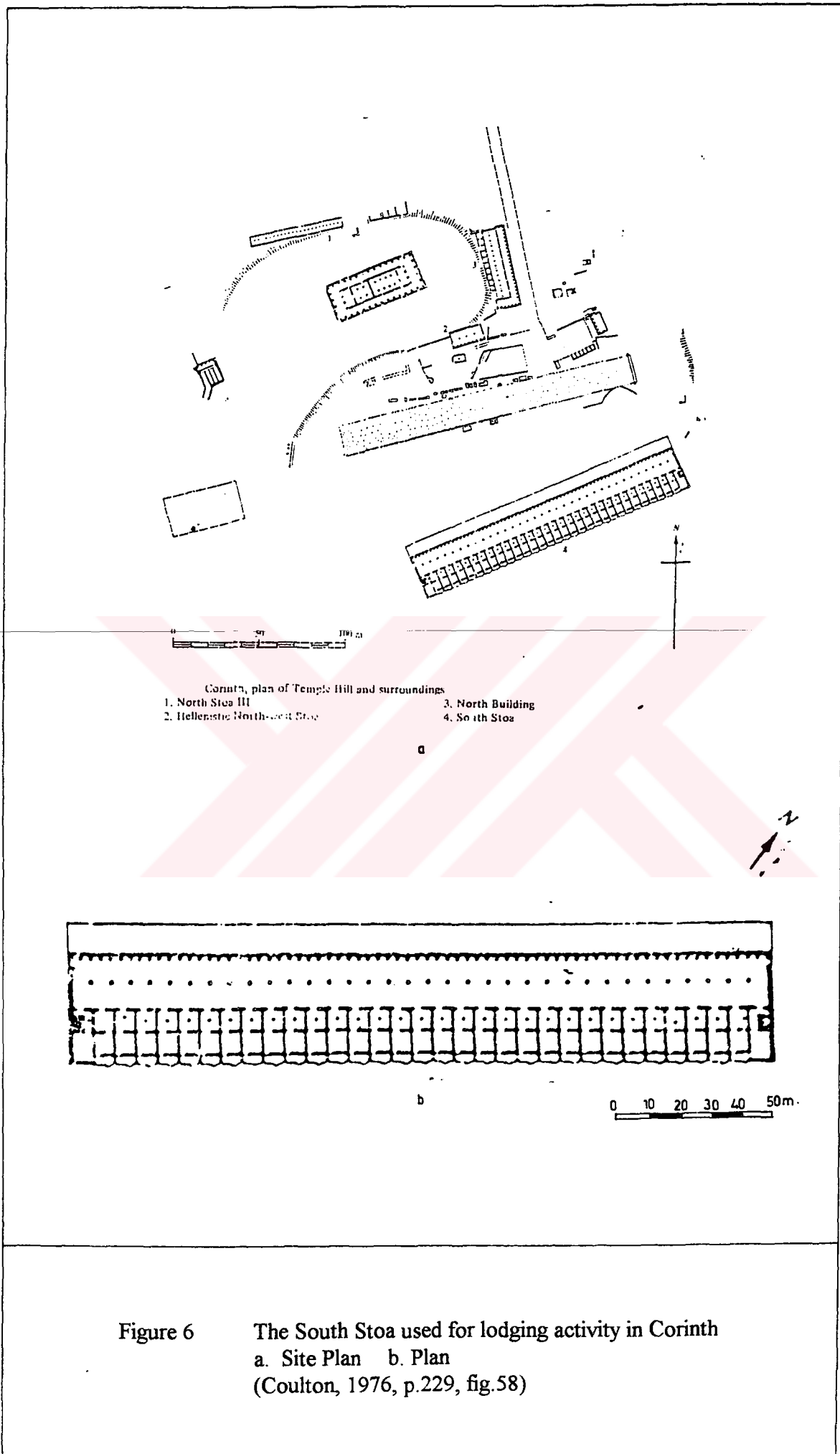


Figure 6 The South Stoa used for lodging activity in Corinth
 a. Site Plan b. Plan
 (Coulton, 1976, p.229, fig.58)

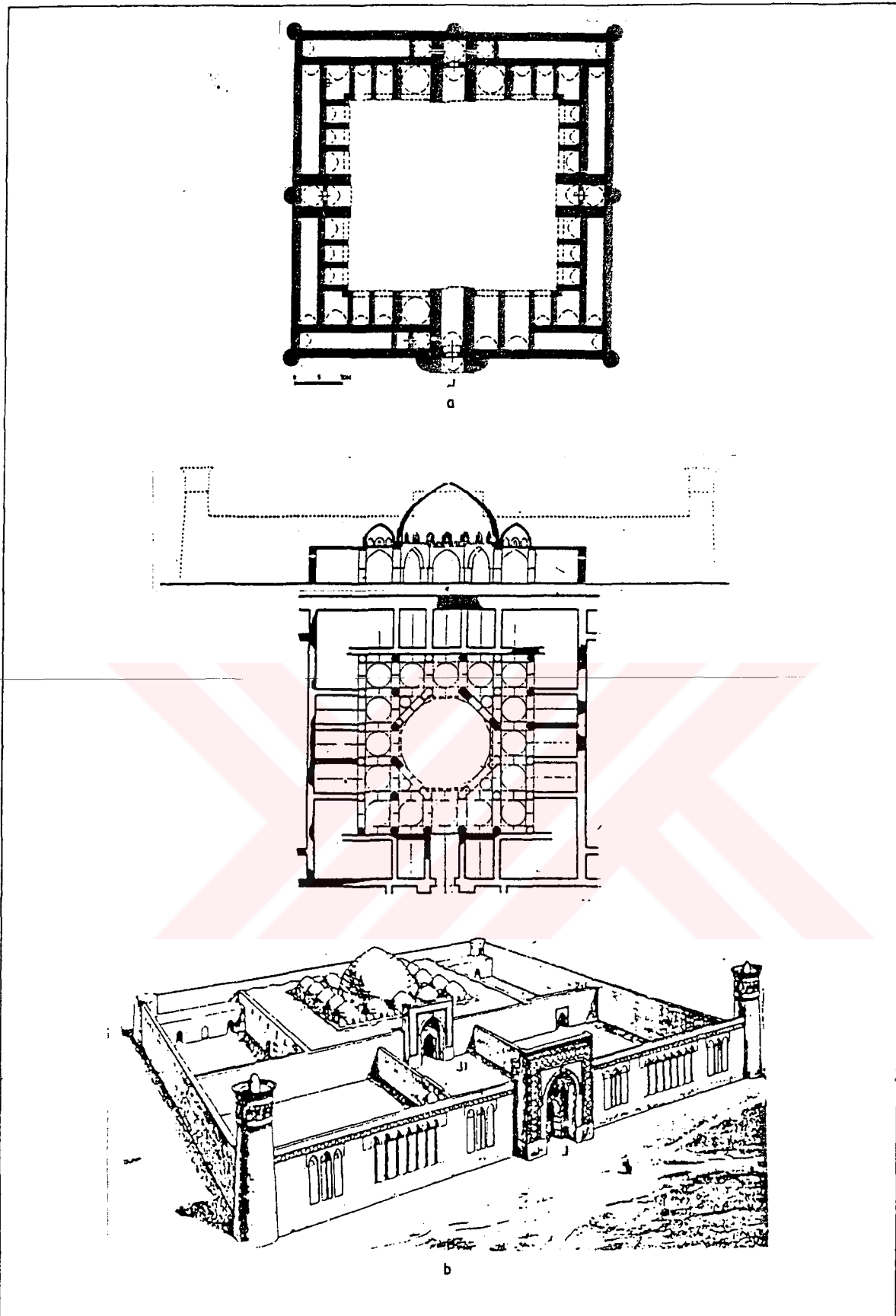


Figure 8

The "ribat"s of The Ghaznavids and The Karahans

a. Ribat-i Mahi Plan

b. Ribat-i Melik Plan, Section, Restitution

(Altun, 1988, pp.34, 14-15)

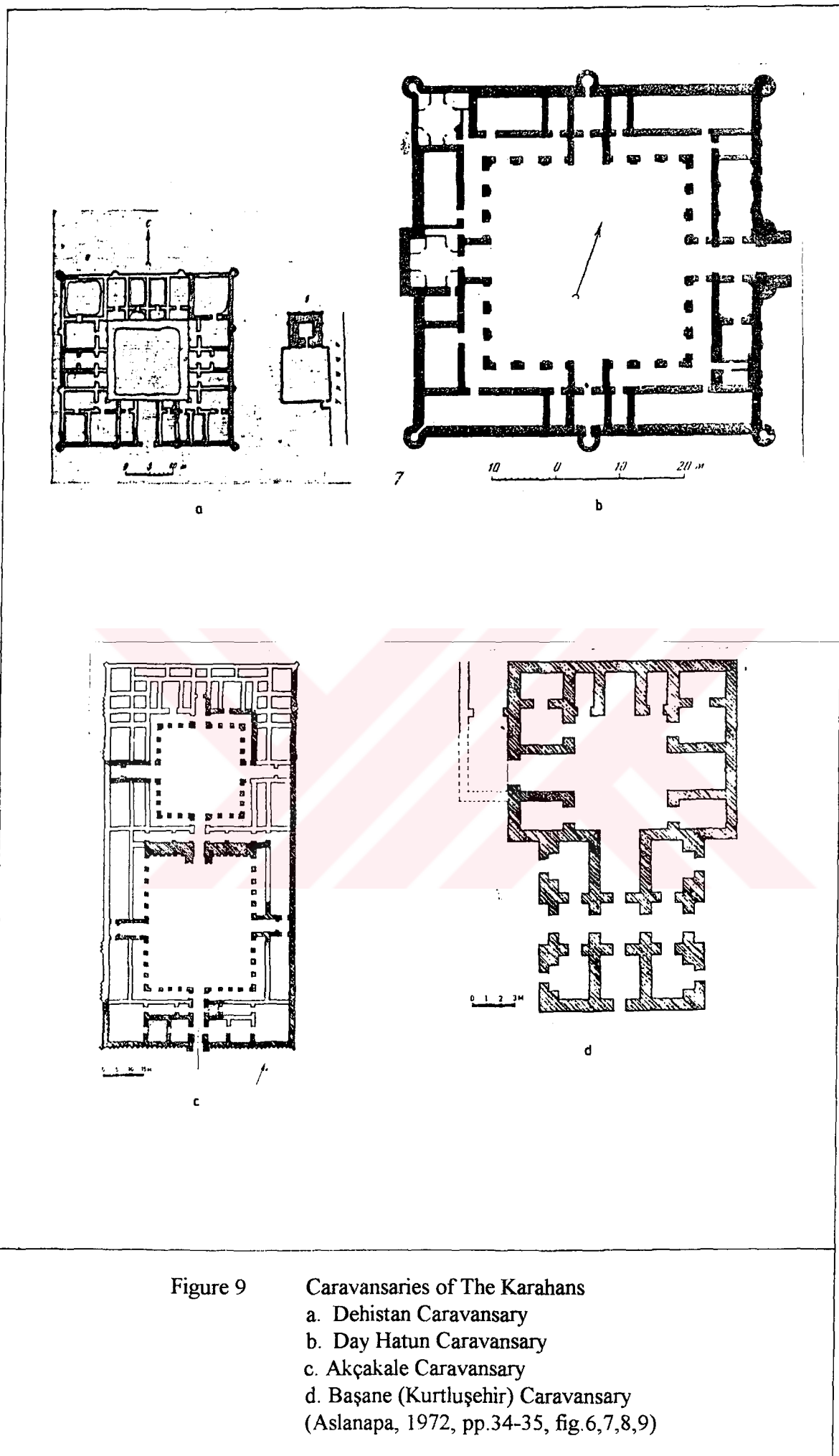


Figure 9

Caravansaries of The Karahans

a. Dehistan Caravansary

b. Day Hatun Caravansary

c. Akçakale Caravansary

d. Başane (Kurtluşehir) Caravansary

(Aslanapa, 1972, pp.34-35, fig.6,7,8,9)

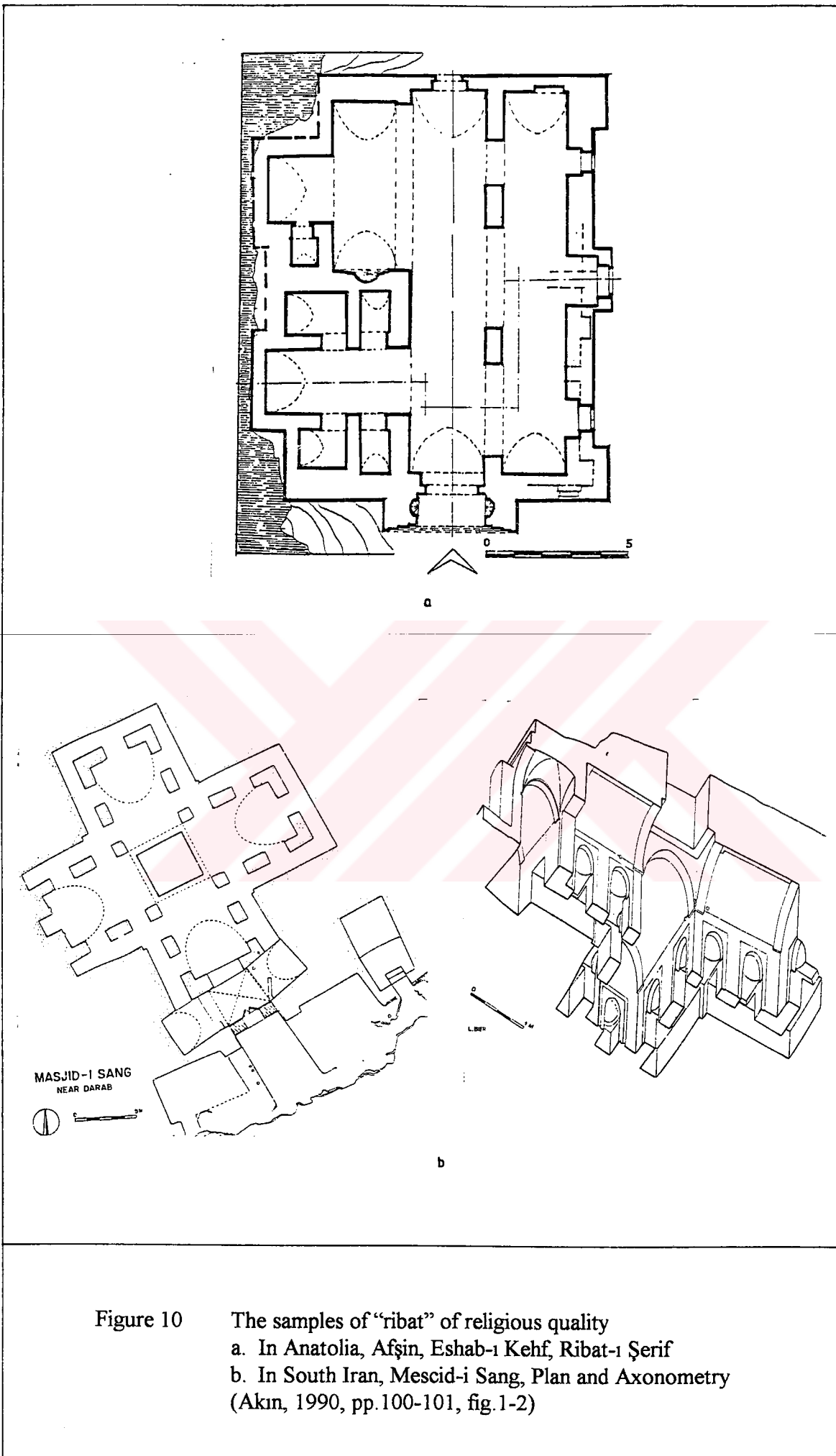
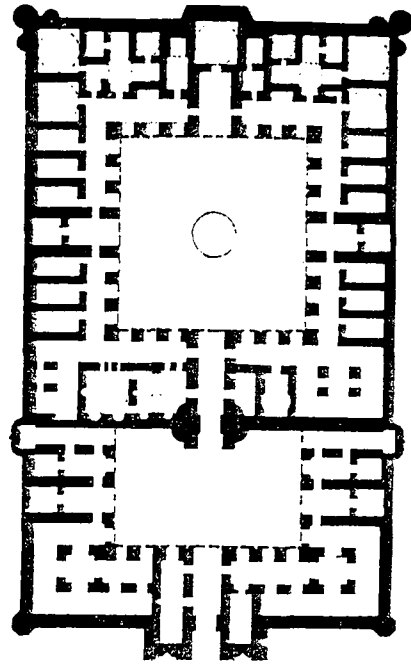


Figure 10

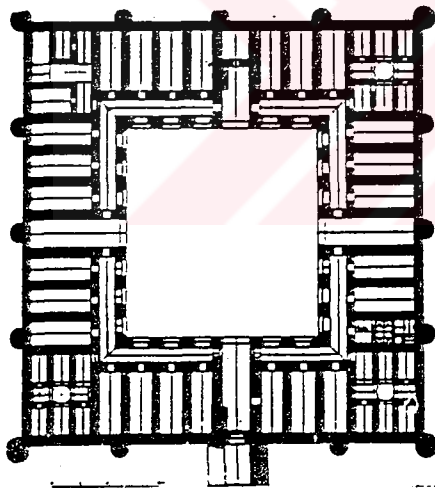
The samples of "ribat" of religious quality

a. In Anatolia, Afşin, Eshab-ı Kehf, Ribat-ı Şerif

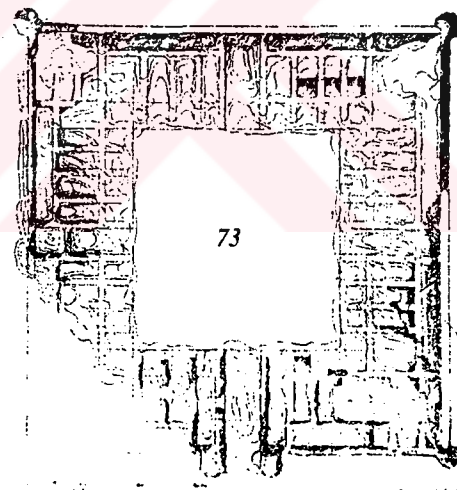
b. In South Iran, Mescid-i Sang, Plan and Axonometry
 (Akin, 1990, pp.100-101, fig.1-2)



a

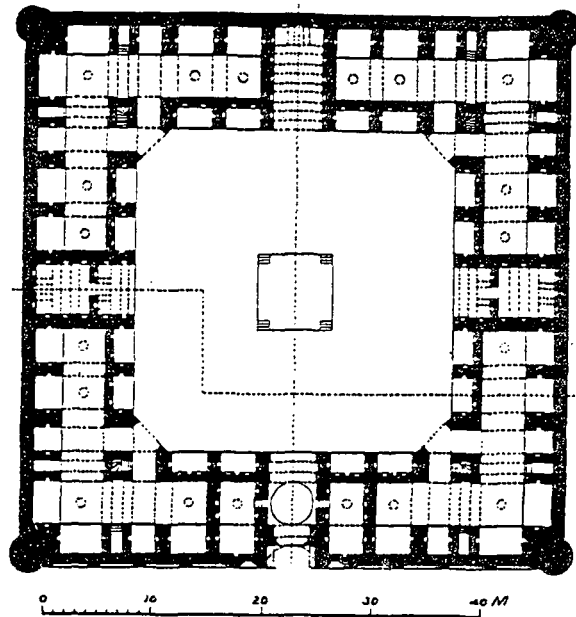


b

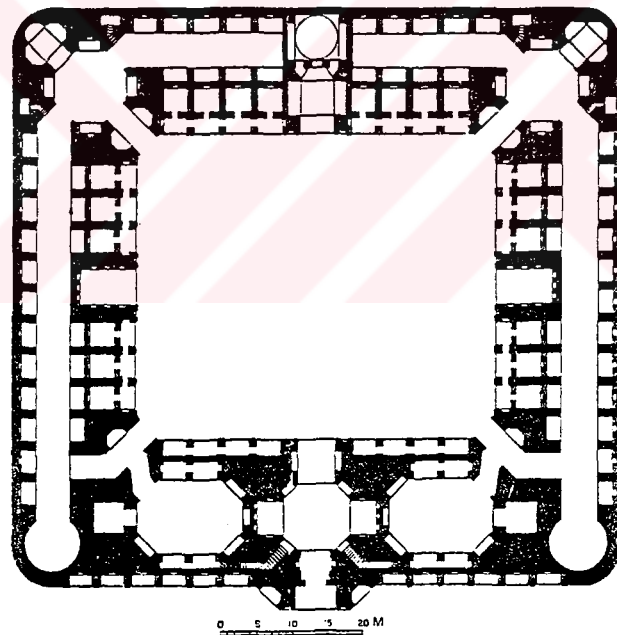


c

Figure 11 Caravansaries of the Great Seljuks
 a. Ribat-ı Şerif
 b. Ribat-ı Anuşirvan
 c. Ribat-ı Zafarani
 (Altun, 1988, fig. 72, 73, 74)



a



b

Figure 12 Caravansaries of the Safevis
a. Pasangan Caravansary
b. Celesiye Caravansary
(Akin, 1990, p.45)



a



b

Figure 13 Samples from Khans of the Anatolian Seljuk Period
a. Aksaray Sultan Khan
b. Kırkgöz Khan
(İlter, 1969, pp. 25, 34, fig.1, 2)

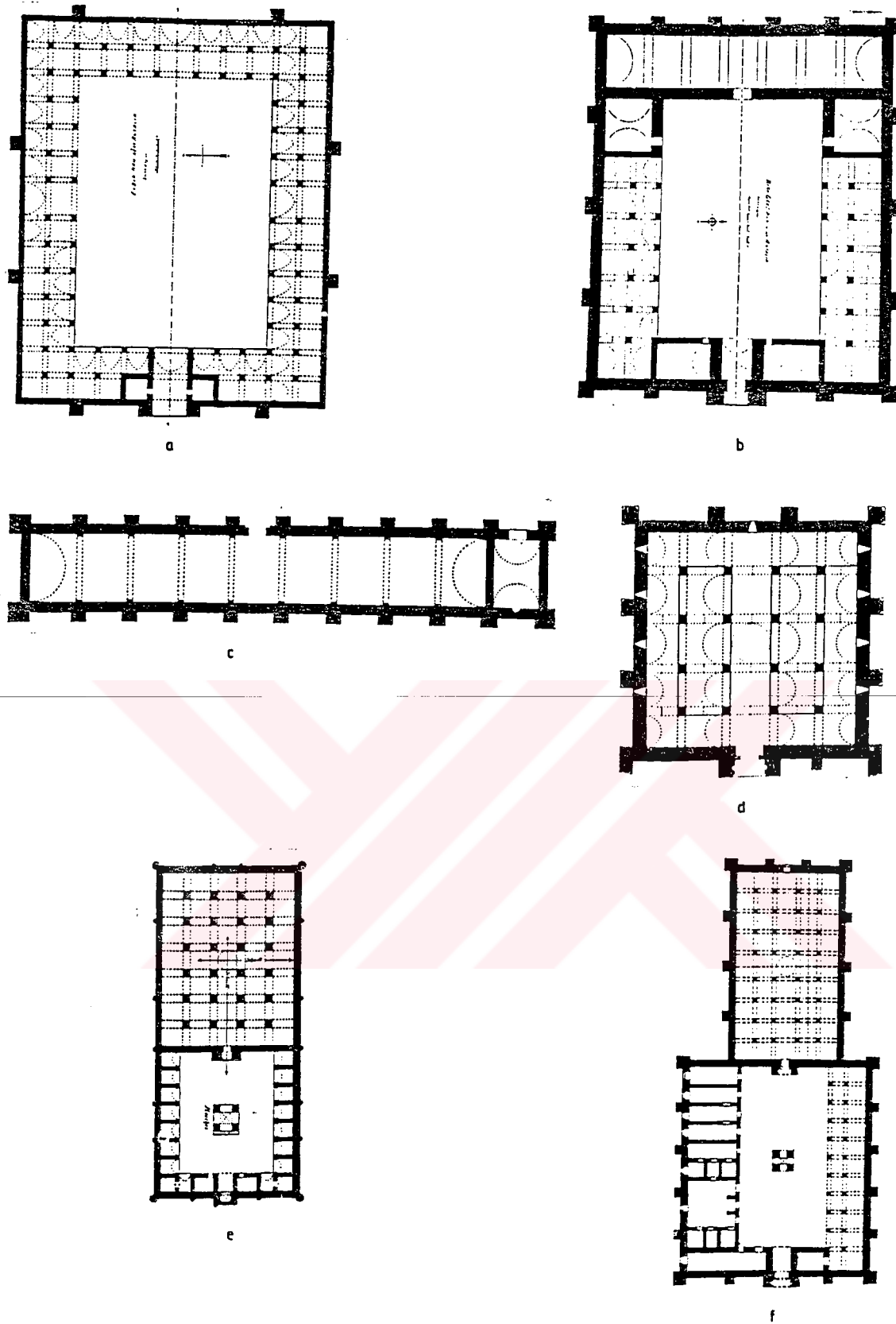


Figure 14

Classification of the Khans of Anatolian Seljuk Period

- a. Evdır Khan
 - b. Kırkgöz Khan (khans with courtyard)
 - c. Şarapsa Khan
 - d. Susuz Khan (covered khans without courtyard)
 - e. Kayseri Sultan Khan
 - f. Aksaray Sultan Khan (covered khans with courtyard)
- (Erdmann, 1961, plate 1, 3, 7, 8)

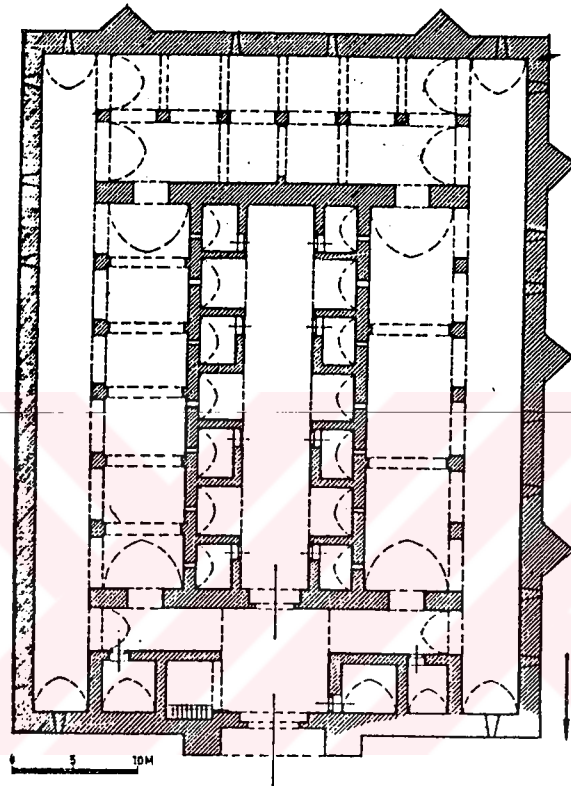


Figure 15 Alara Khan, Anatolian Seljuk Period
(Aslanapa, 1984, p.177)

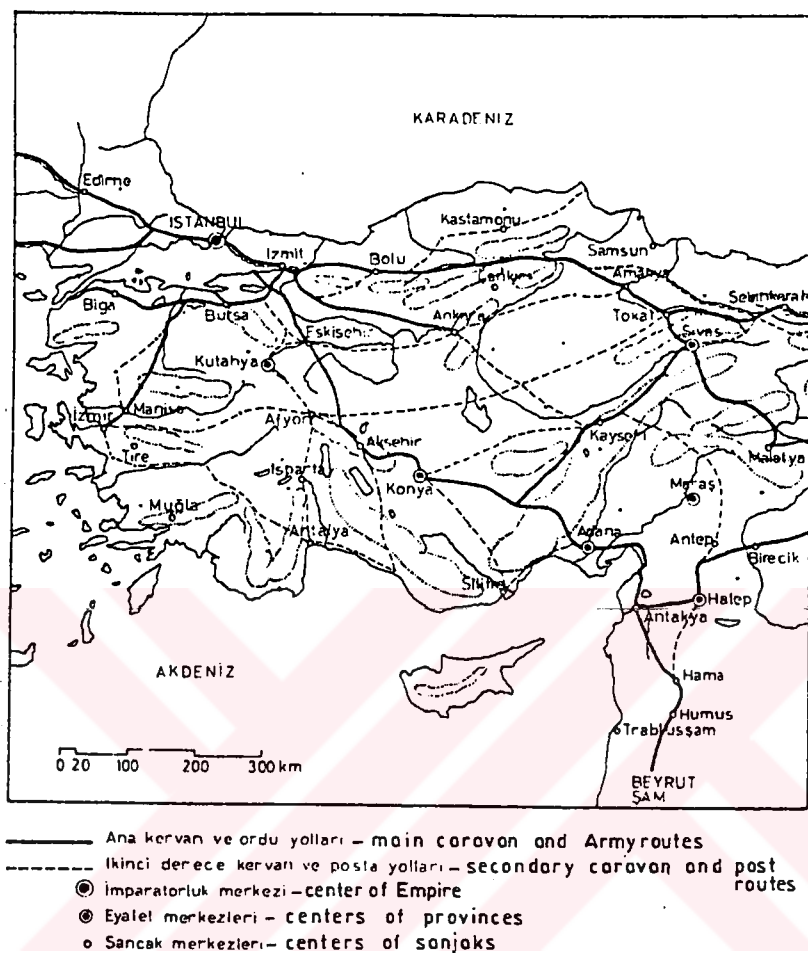
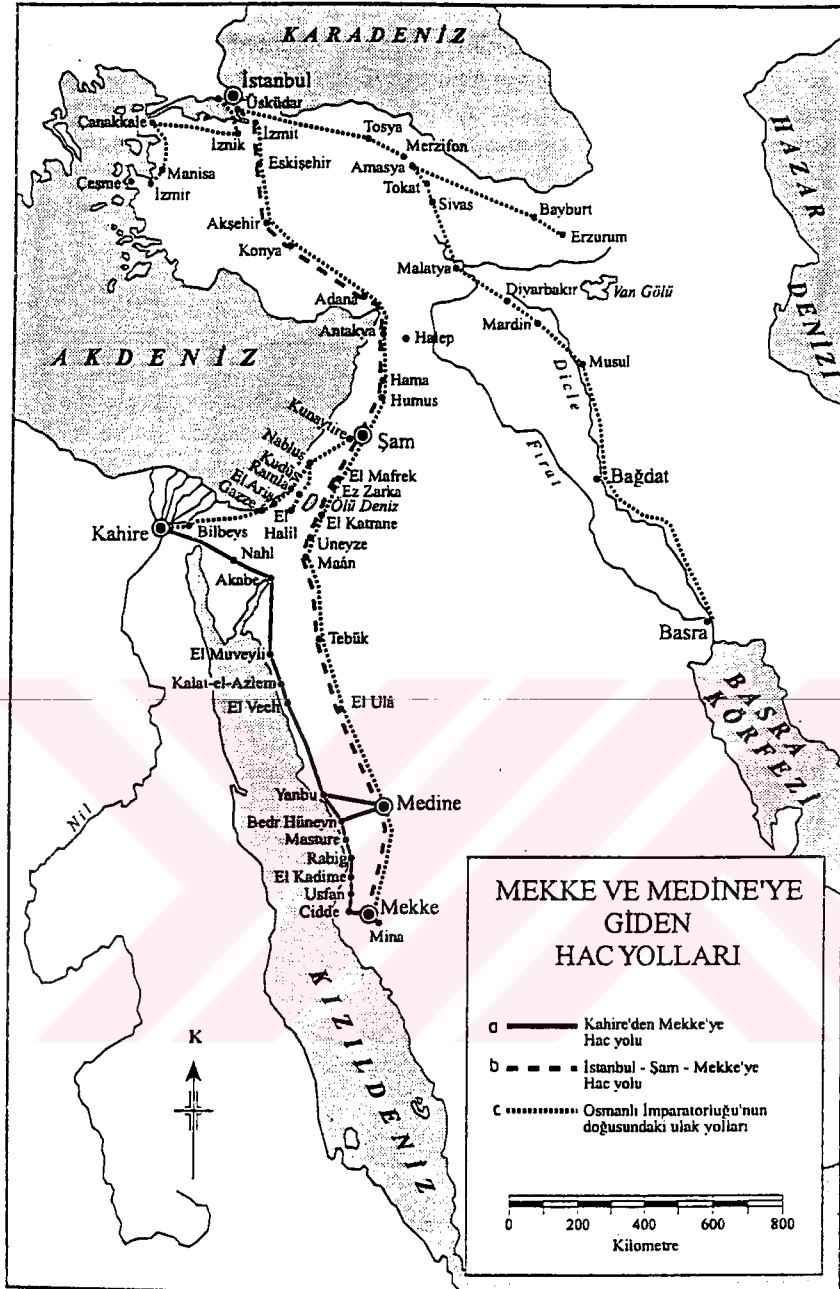


Figure 16 The Caravan Routes in Anatolia in the 17th Century
(Aktüre, 1978, p.75)



- a-Pilgrimage route from Cairo to Mecca
b-Pilgrimage route from Istanbul-Damascus to Mecca
c-Courier routes in the southern region of Ottoman Empire

Figure 17 The Pilgrim Routes to Mecca and Medine (Faroqhi, 1995, p.12)

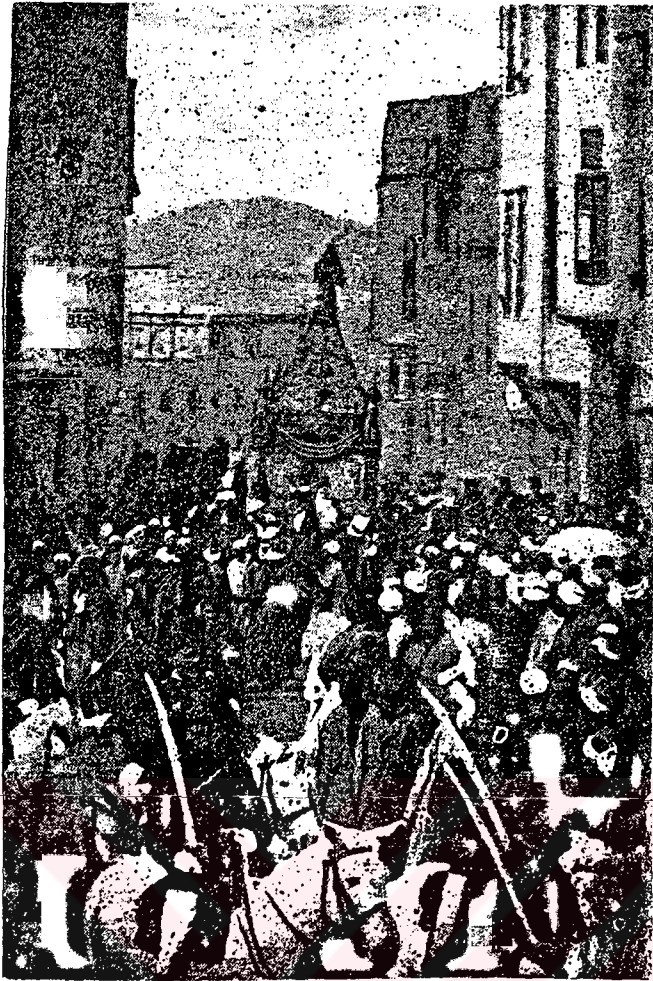
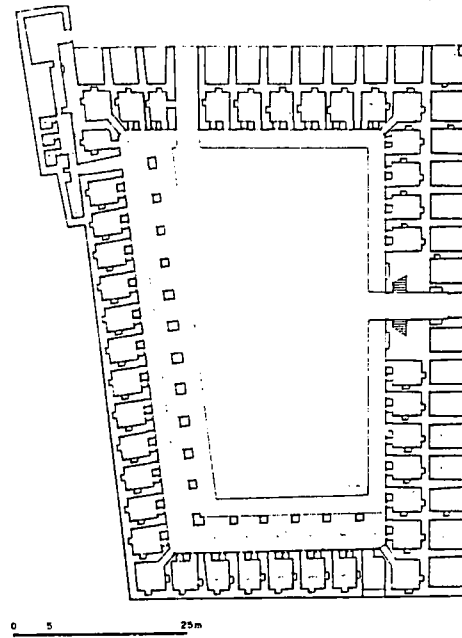


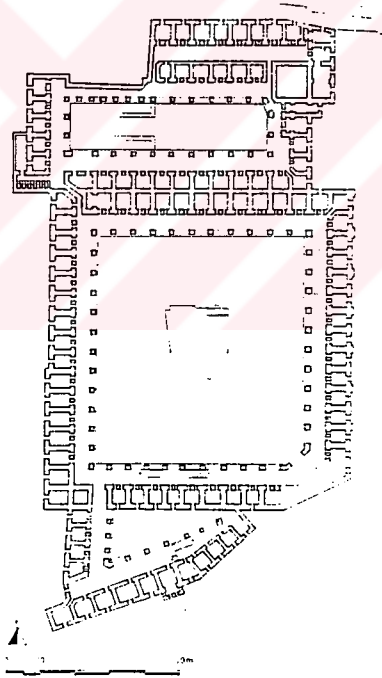
Figure 18 Mahmil-i Humayun wandered around the Kahire streets
(Ateş, 1981, p.115, fig.2/b)



Figure 19 Voyvoda Khan, Tokat, Ottoman Period
(İlter, 1969, p.66, fig. 1)

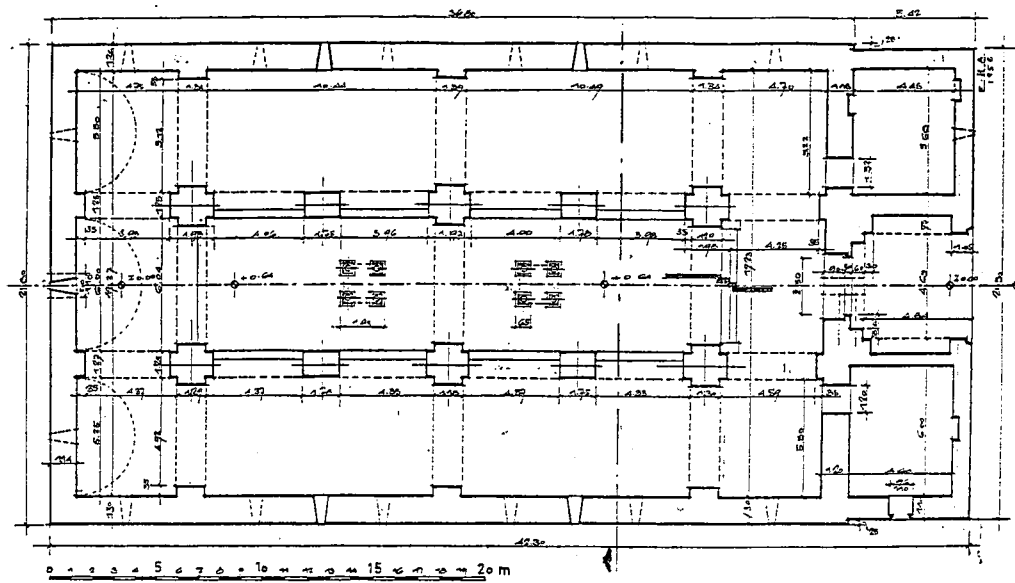


a

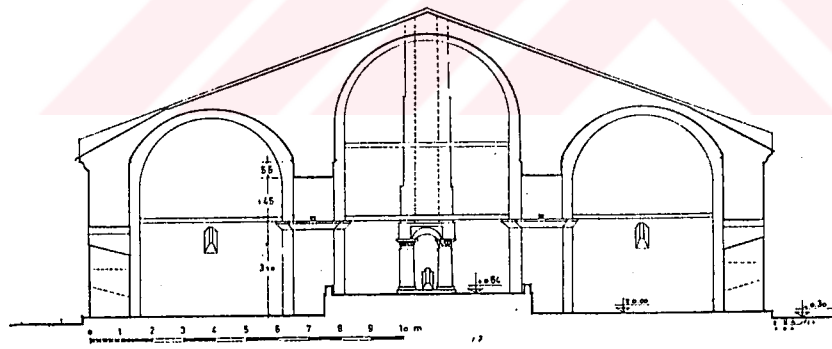


b

Figure 20 Khans of Ottoman Period in the 17th Century, Plans
 a. Voyvoda Khan, Tokat
 b. Büyük Valide Khan, İstanbul
 (Nayır, 1975, pp.395-397, fig. 174, 178)



a



b

Figure 21 Izziz Khan, Bursa, Uluabad, Ottoman Period
 a. Plan b. Section
 (Ayverdi, 1966, pp.527-528, fig.899-900)

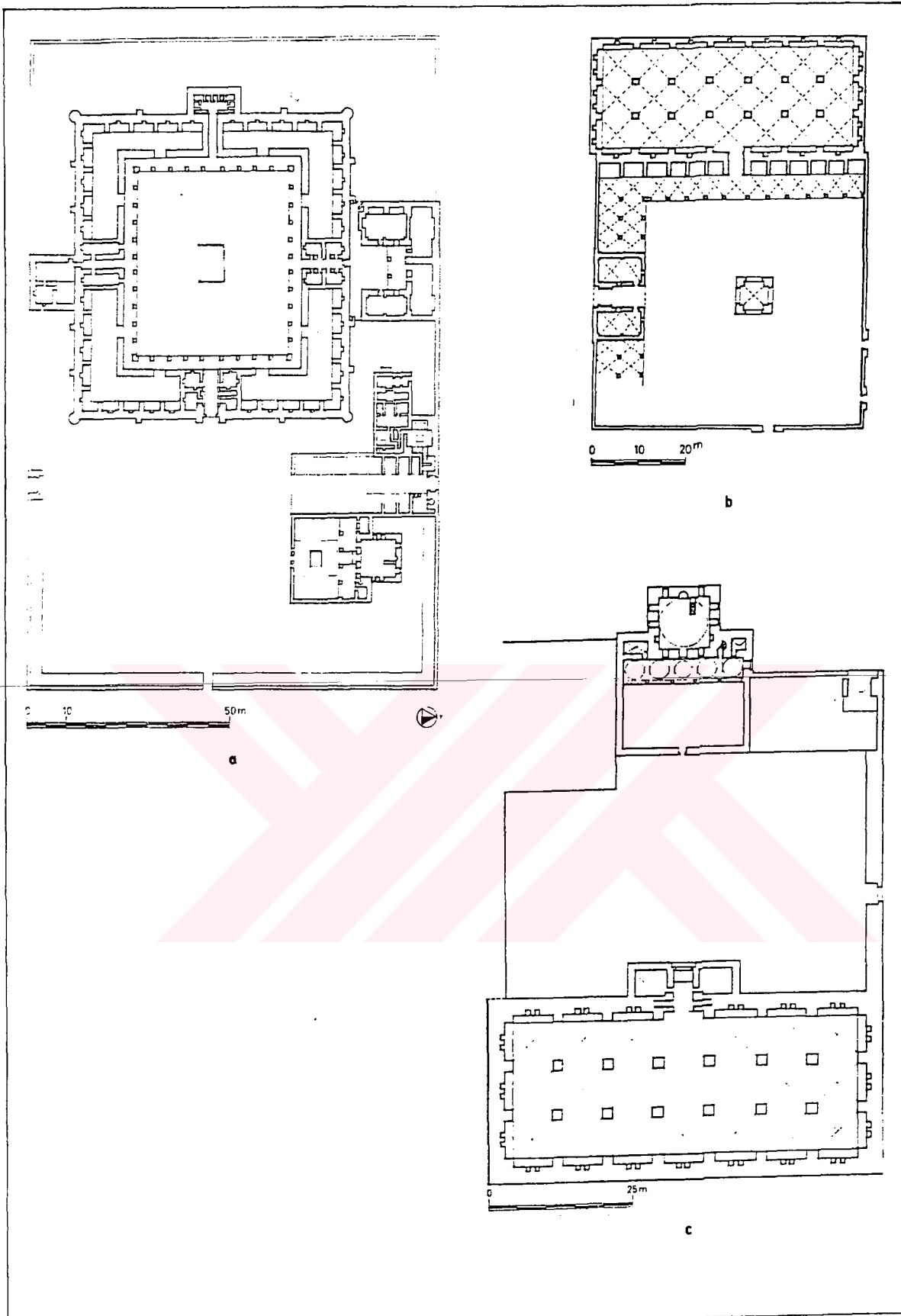


Figure 22 Ottoman Period Stage, "Menzil" Khans constructed along the Pilgrim Routes
 a. Kadife Stage Khan
 b. Cisr-es Şuğur Stage Khan
 c. Nebuk Stage Khan
 (Nayır, 1975, pp.378, 390-391, fig.148, 167-168)

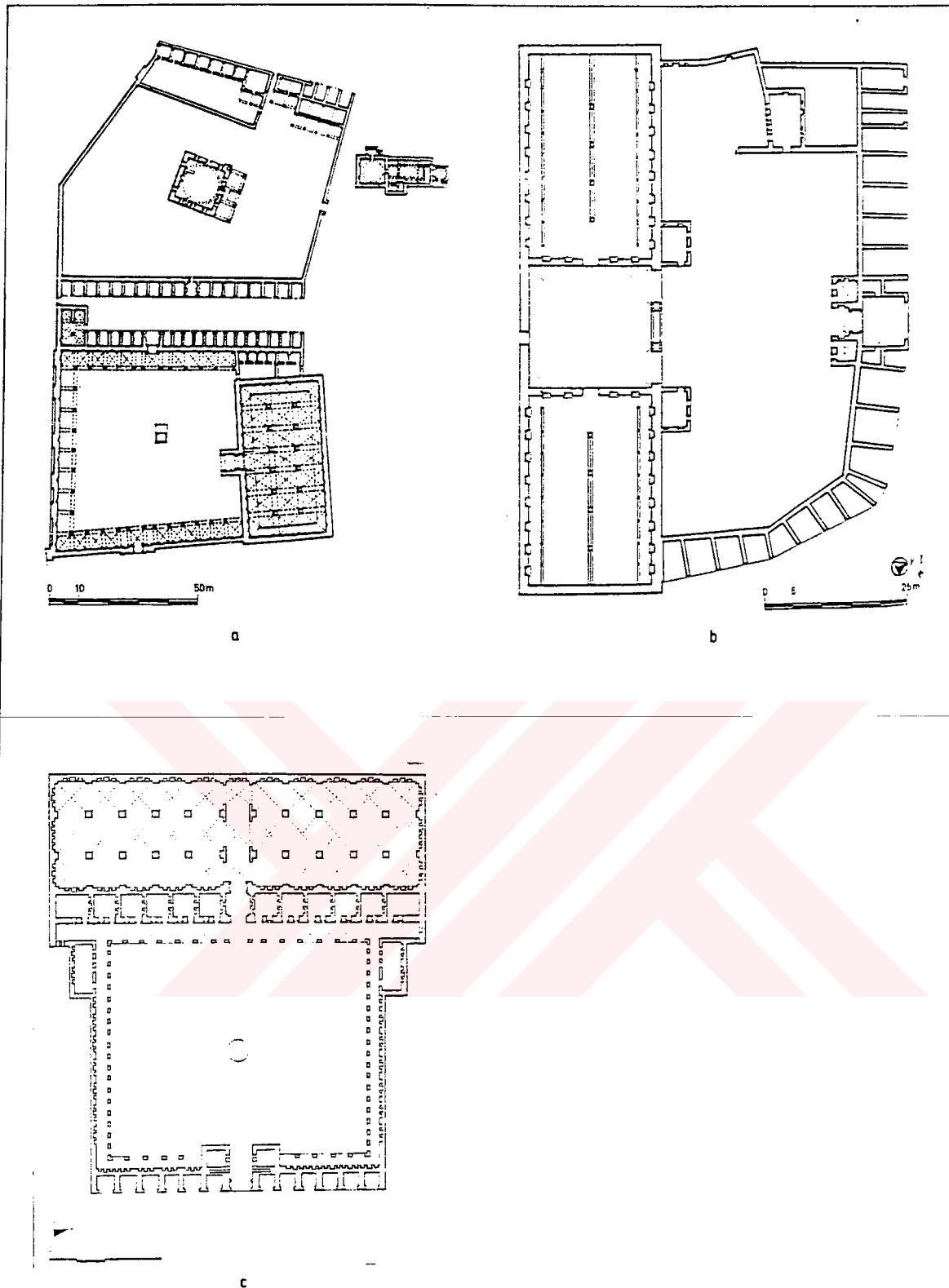
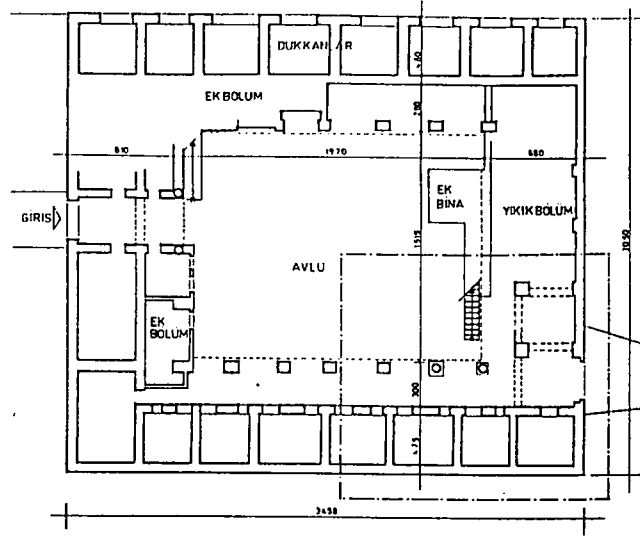
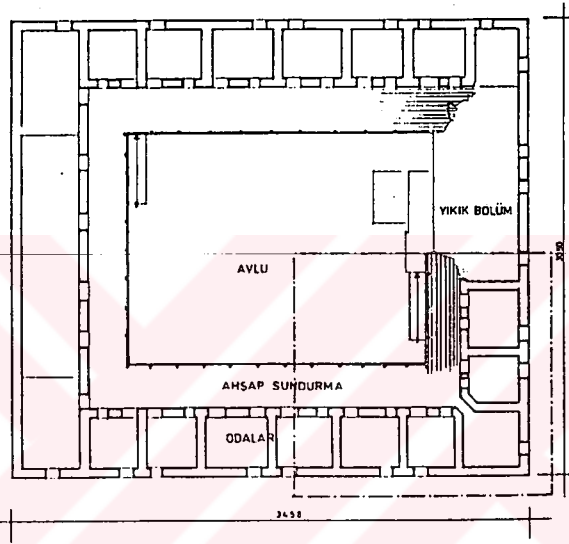


Figure 23

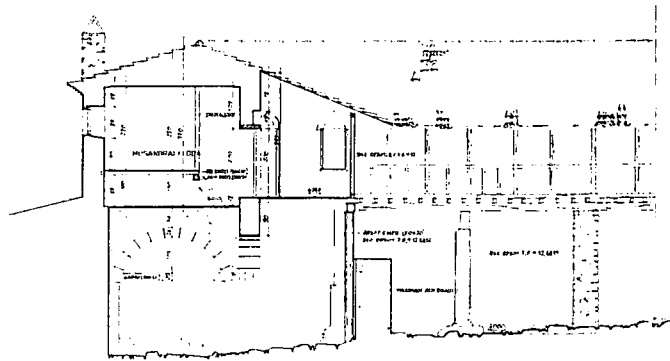
Ottoman Period Caravansaries with Courtyard
 a. İncesu Kara Mustafa Pasha Caravansary
 b. Edirne Ekmekçiöğlü Ahmet Pasha Caravansary
 c. Malatya Silahtar Mustafa Pasha Caravansary
 (Nayır, 1975, pp.380, 385, 392, fig. 150, 158, 169)



a



b



c

Figure 24

Milas Çöllüoğlu Khan

a. Ground Floor Plan

b. First Floor Plan

c. Section

(DEU Faculty of Architecture Archive)

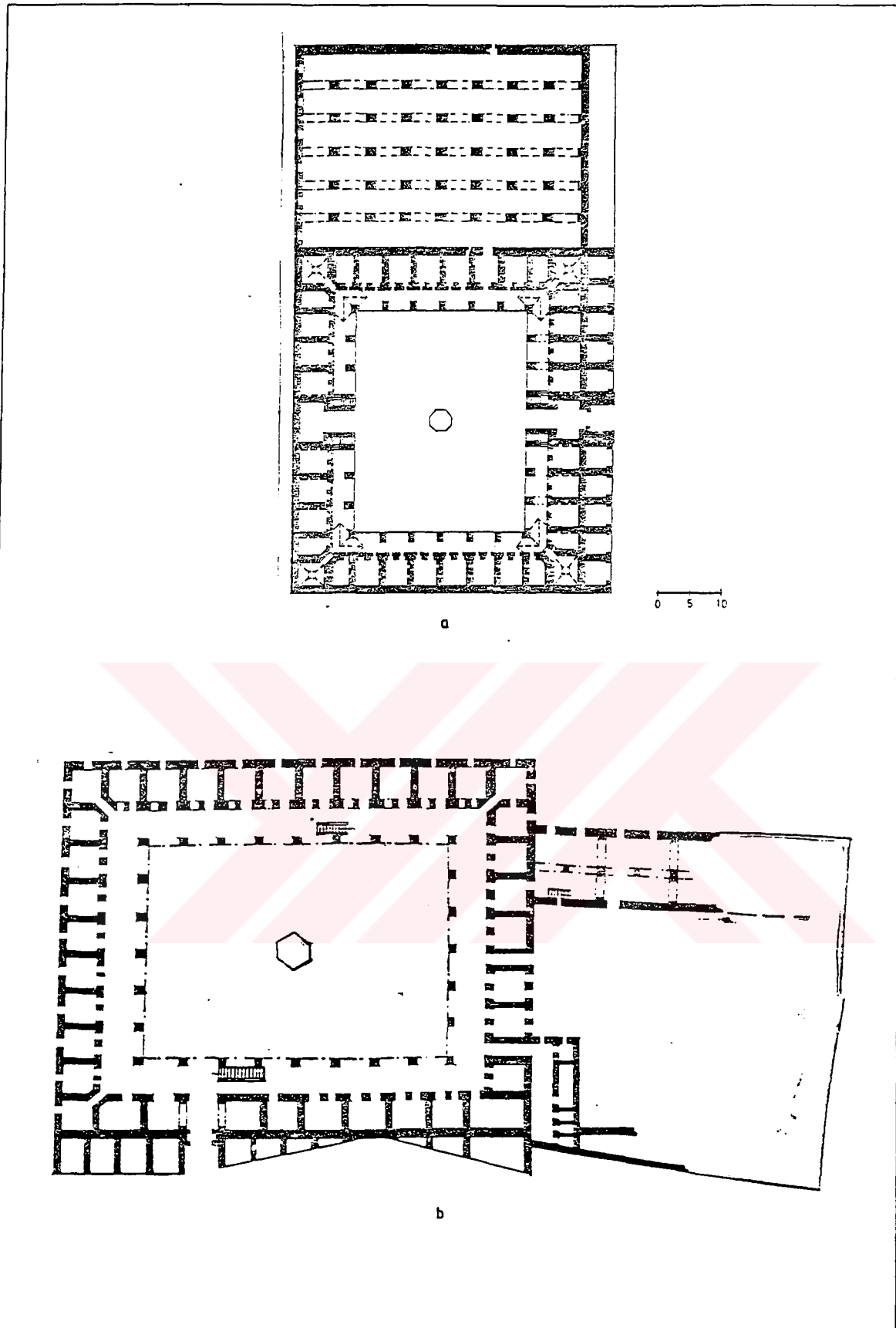


Figure 25 Ottoman Period Stables and Volumes of Service with Different Plan Types
 a. Diyarbakır Deliller Khan
 b. Edirne Rüstem Pasha Khan
 (Güran, 1976, pp.204-205)

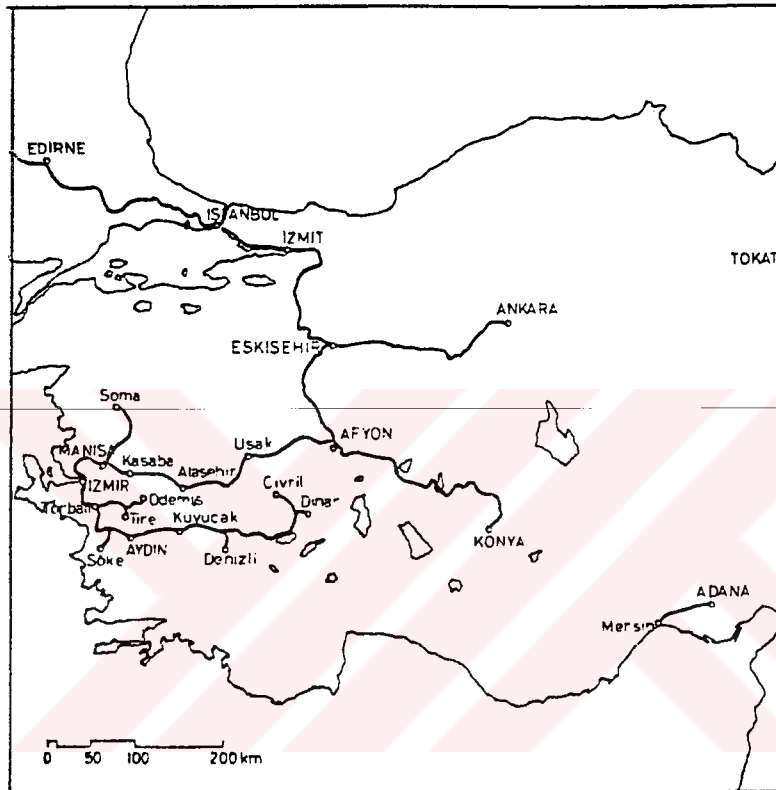


Figure 26 Railways Constructed in the 19th Century in Anatolia
(Aktüre, 1978, p.80, fig. 11)



a



b



c

Figure 27 a. The front of a Hotel in 1877 at Beyoğlu
 b, c. Porters carrying the Loads of Hotel Customers
 (Gülersoy, 1985, pp.9, 10, 17)

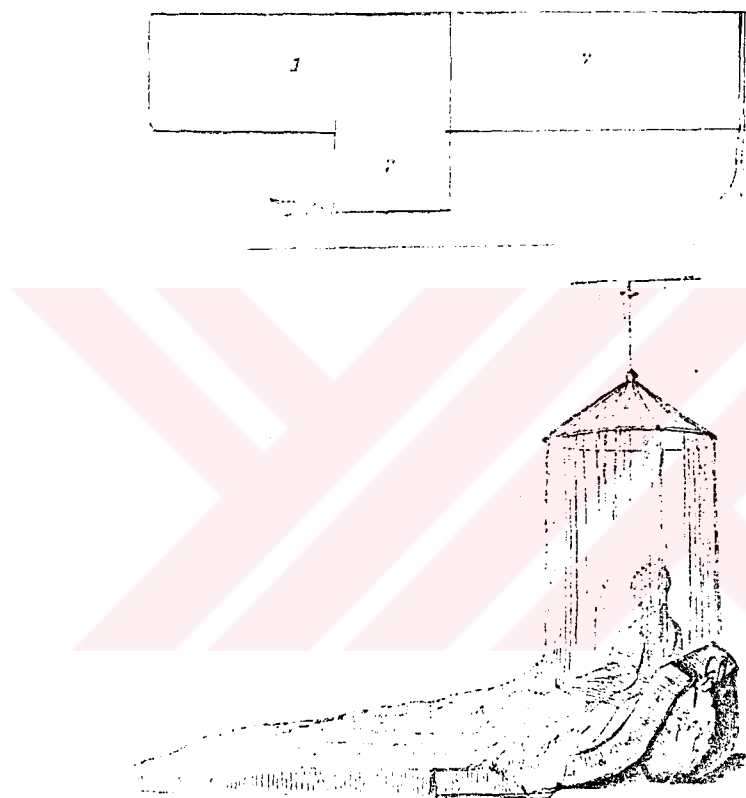
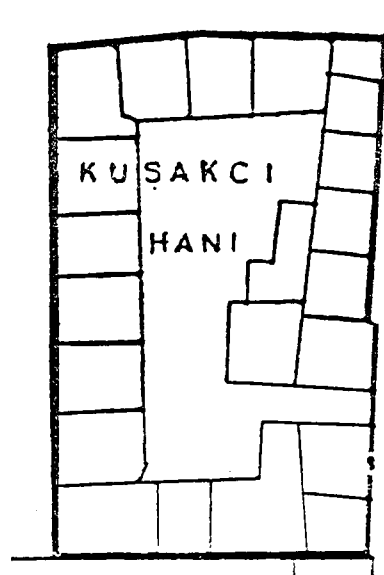
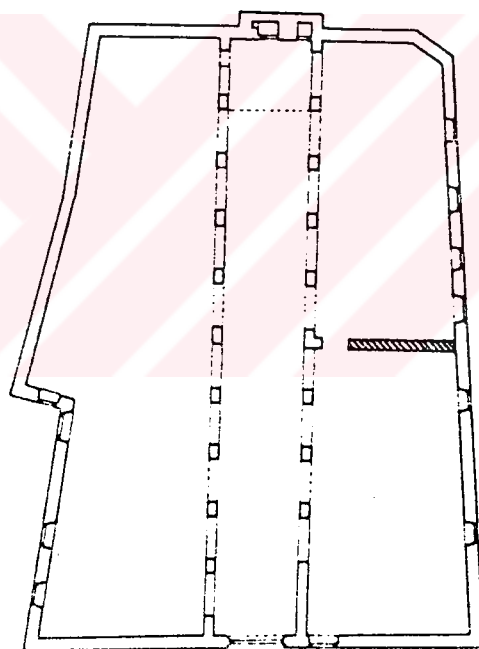


Figure 28 The Plan and Elevation of the bed the English Traveler Fellows has Used to Stay Overnight in a Khan (Fellows, 1852, pp.484-485)



a



b

Figure 29 Trade Khans of the 19th Century
 a. Kuşakçı Khan, İstanbul (Güran, 1976, p.213)
 b. Cambaz Khan, İzmir (Ersoy, 1991, p. 72, fig.63)

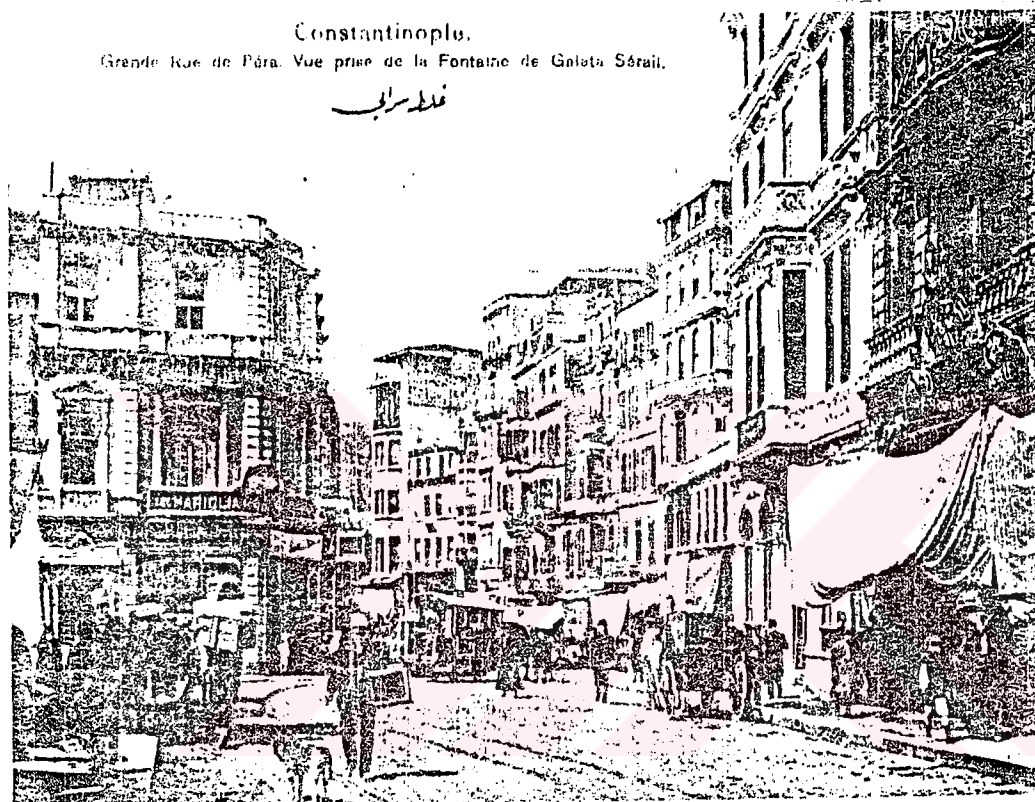
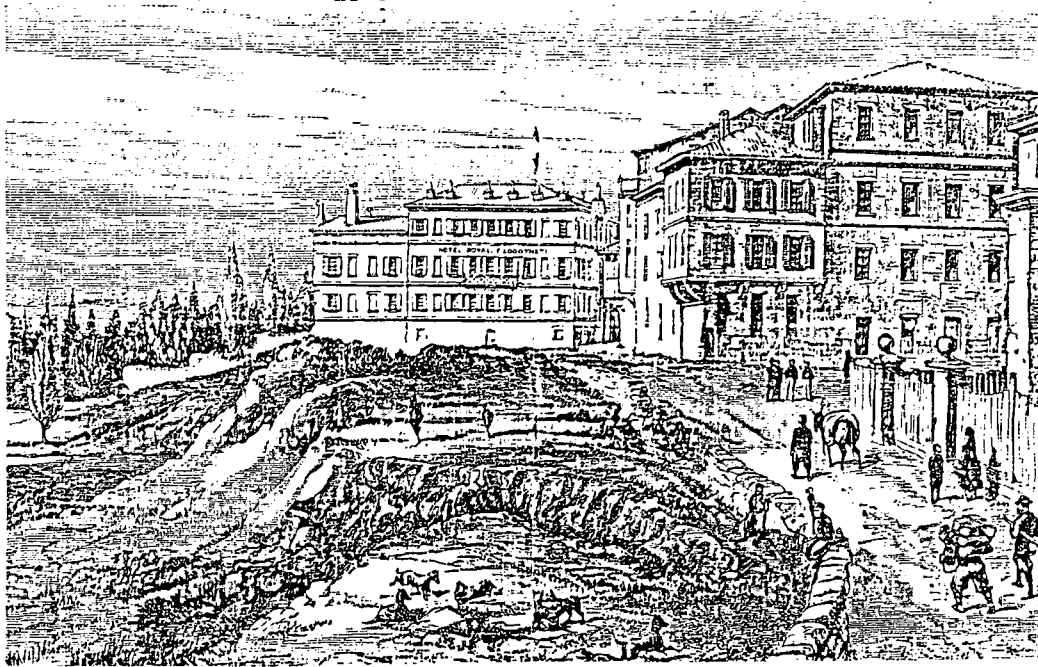
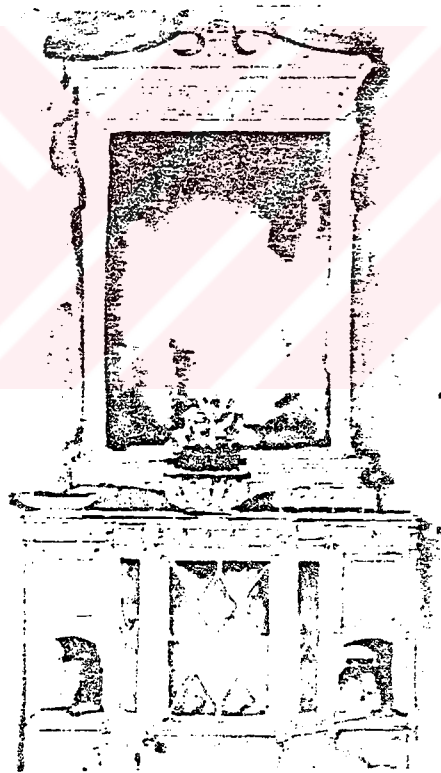


Figure 30 A View from “Grande Rue de Pera” by the ends of 19th Century
(Duhani, 1990, p.23)



a



b

Figure 31 Hotel d'Angleterre, İstanbul, 19th Century
a. Hotel and its Environs
b. An Example for the Furniture of the Hotel
(Gülersoy, 1985, pp.18-19, 8)

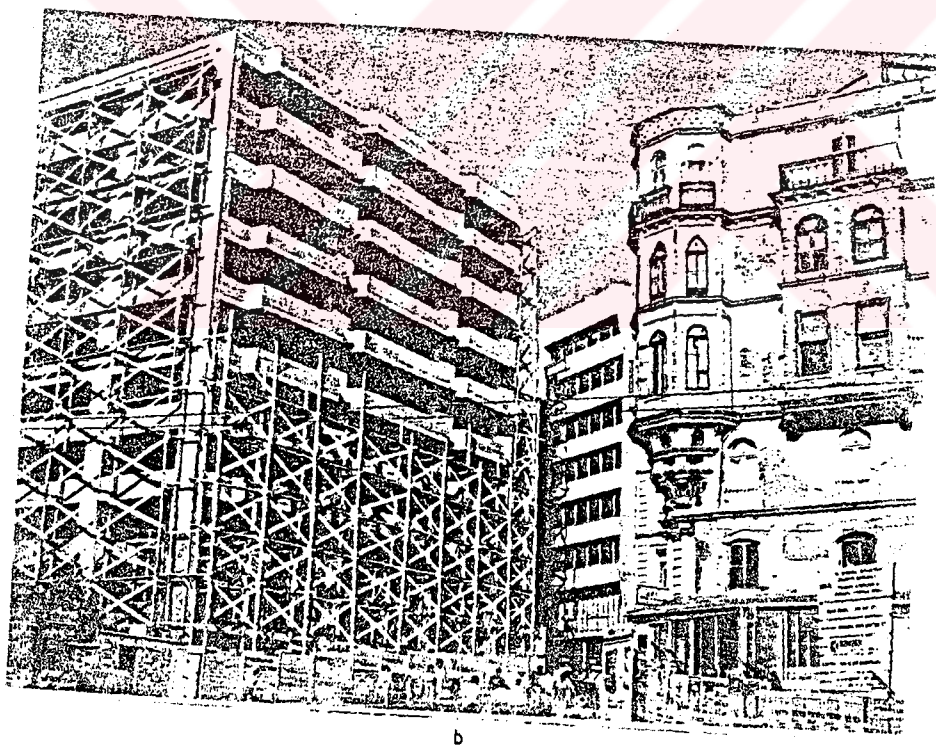
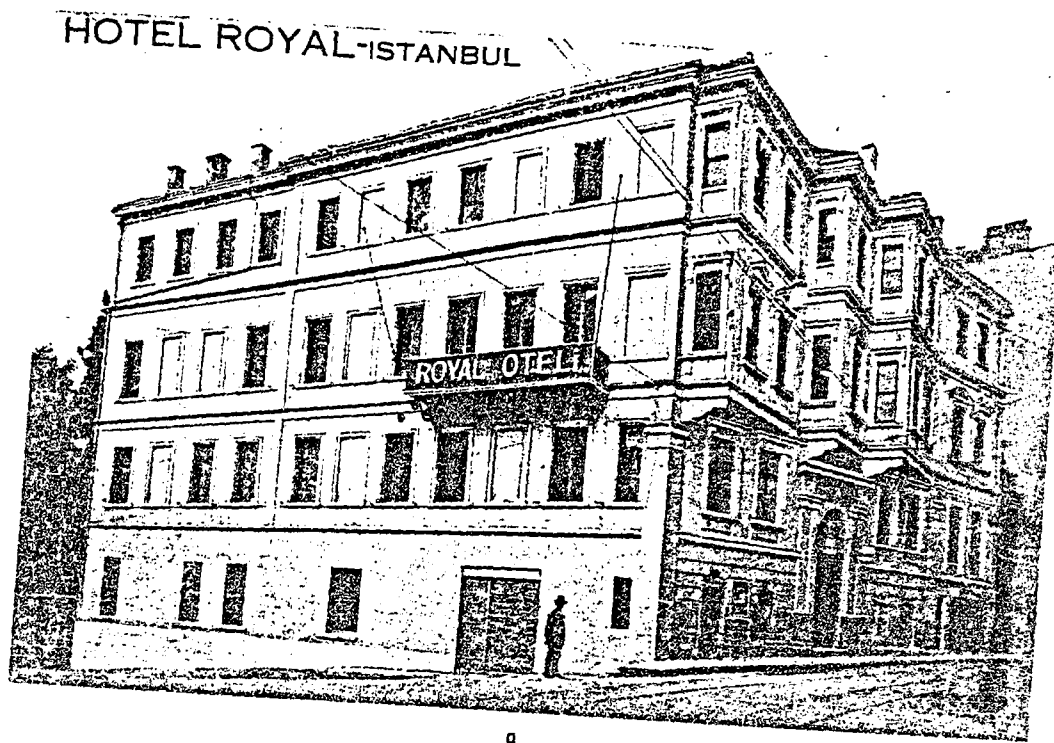


Figure 32 Hotel d'Angleterre (Hotel Royal), İstanbul, 19th Century
 a. A View from the Hotel
 b. The Construction Replacing the Hotel in 1985
 (Gülersoy, 1985, pp.7, 22)



Figure 33 Bristol Hotel, İstanbul, 19th Century
(Duhani, 1984, p.35)



Figure 34 Tokathyan Hotel and "Grand Rue de Pera" from a Photograph by Joaillier, Istanbul, 19th Century (Kuban, 1994, p.146)



Figure 35 Grand Hotel de Londres, İstanbul, 19th Century
(Duhani, 1984, p.36)



Figure 36 Hotel International, İstanbul, 19th Century
(Duhani, 1984, p.22)

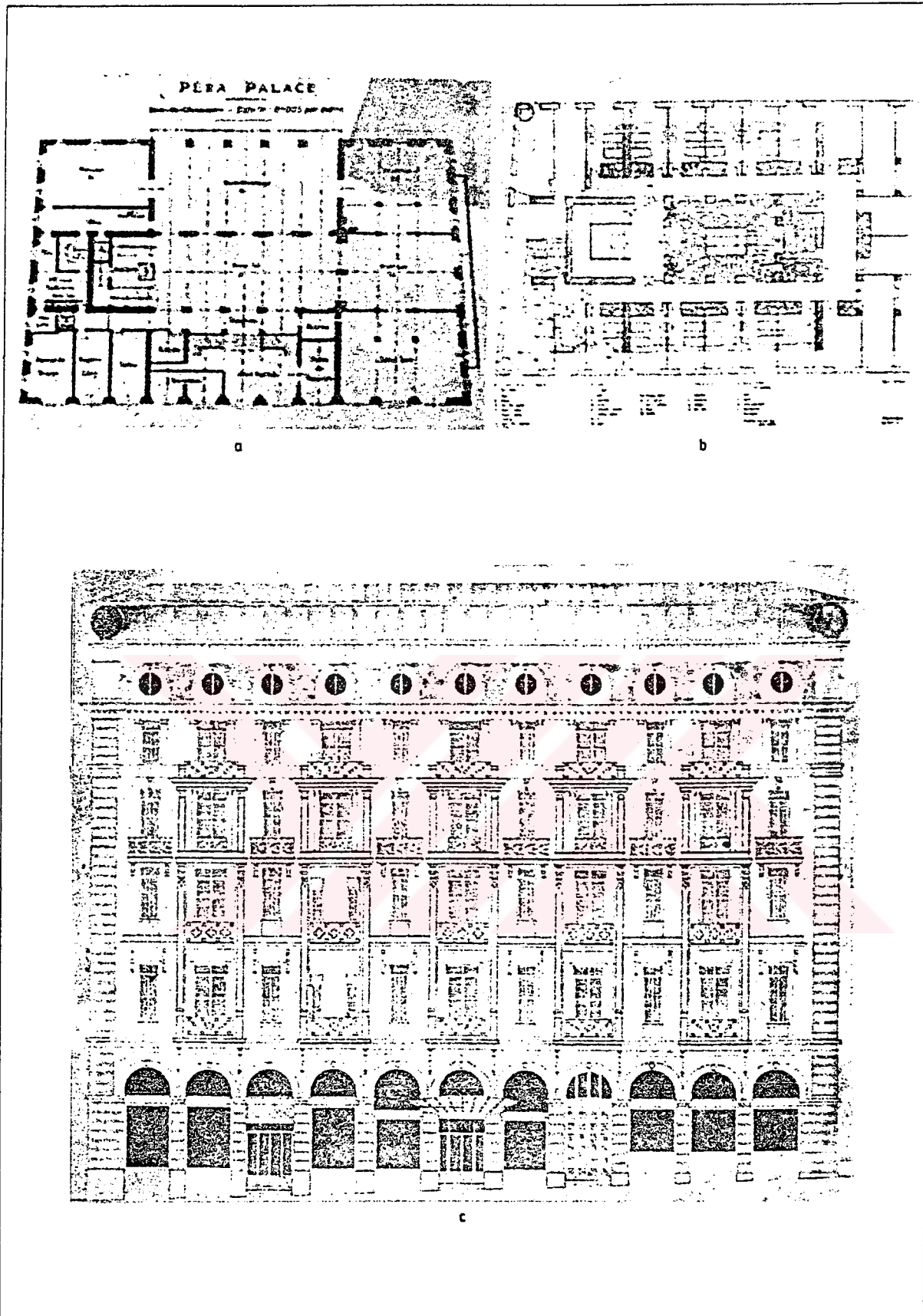


Figure 37 Pera Palace Hotel, İstanbul, 19th Century
 a, b. Plans c. Facade
 (Göksel, 1991, p.71)



Figure 38 Pera Palace Hotel, interior views
 a. The café
 b. The restaurant



Figure 39 Pera Palace Hotel, interior views
 a. The room allocated for the memory of Ataturk
 b. One of the rooms with double-bed

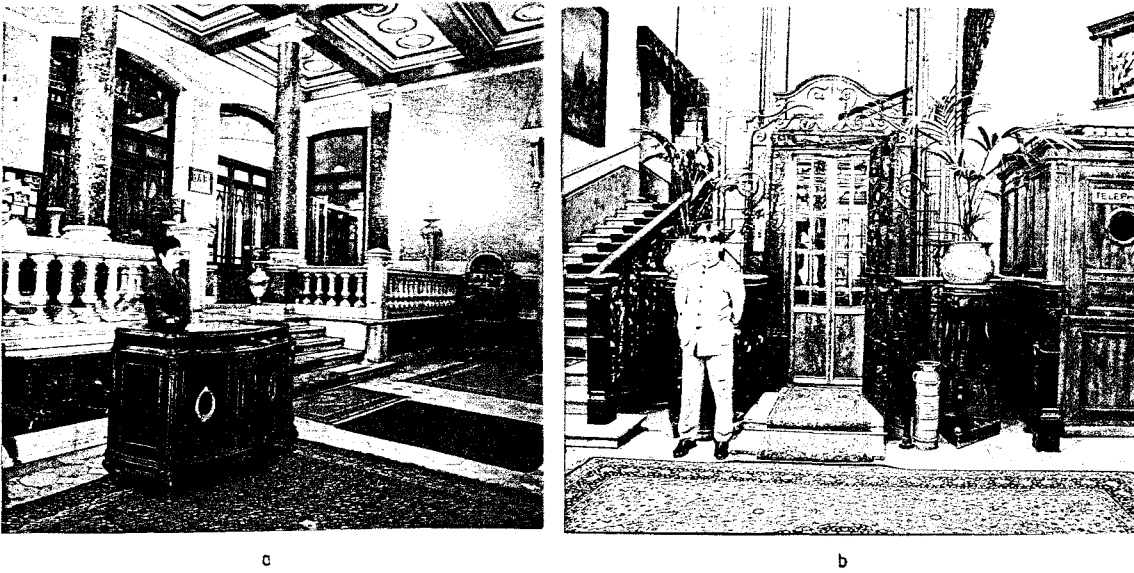


Figure 40 Pera Palace Hotel, interior views
 a. The lobby
 b. The elevator



Figure 41 Pera Palace Hotel, elevation
 (Duhani, 1984, p.26)

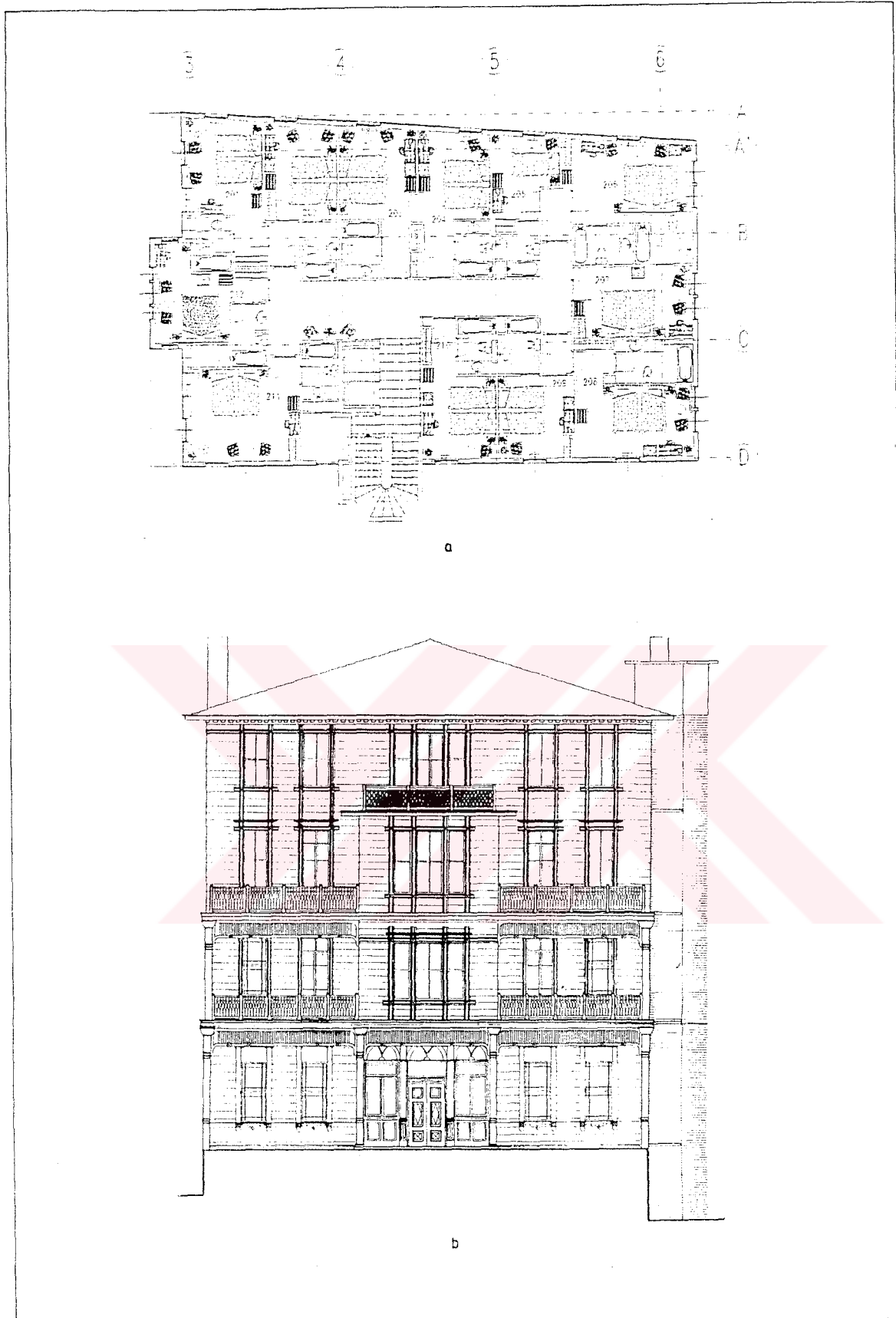
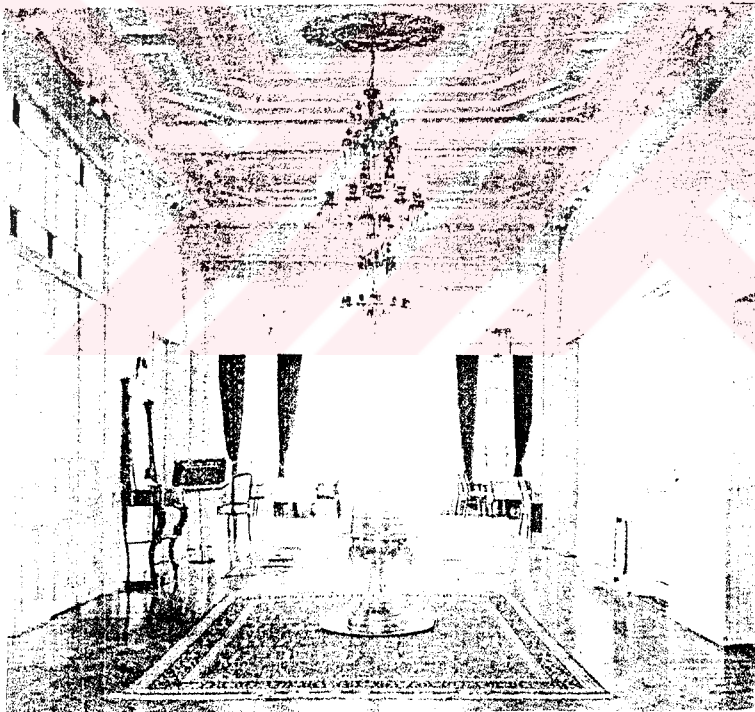


Figure 42 Halki (Heybeli) Palace Hotel – İstanbul, Heybeliada, 19th Century
 a. Plan of the Storey of the Rooms
 b. Outer facade
 (Kumral (Ed.), 1994, p.112)



a



b

Figure 43 Halki (Heybeli) Palace Hotel
a. A view from the building
b. A view from the interior space
(Kumral (Ed.), 1994, pp.116, 118)

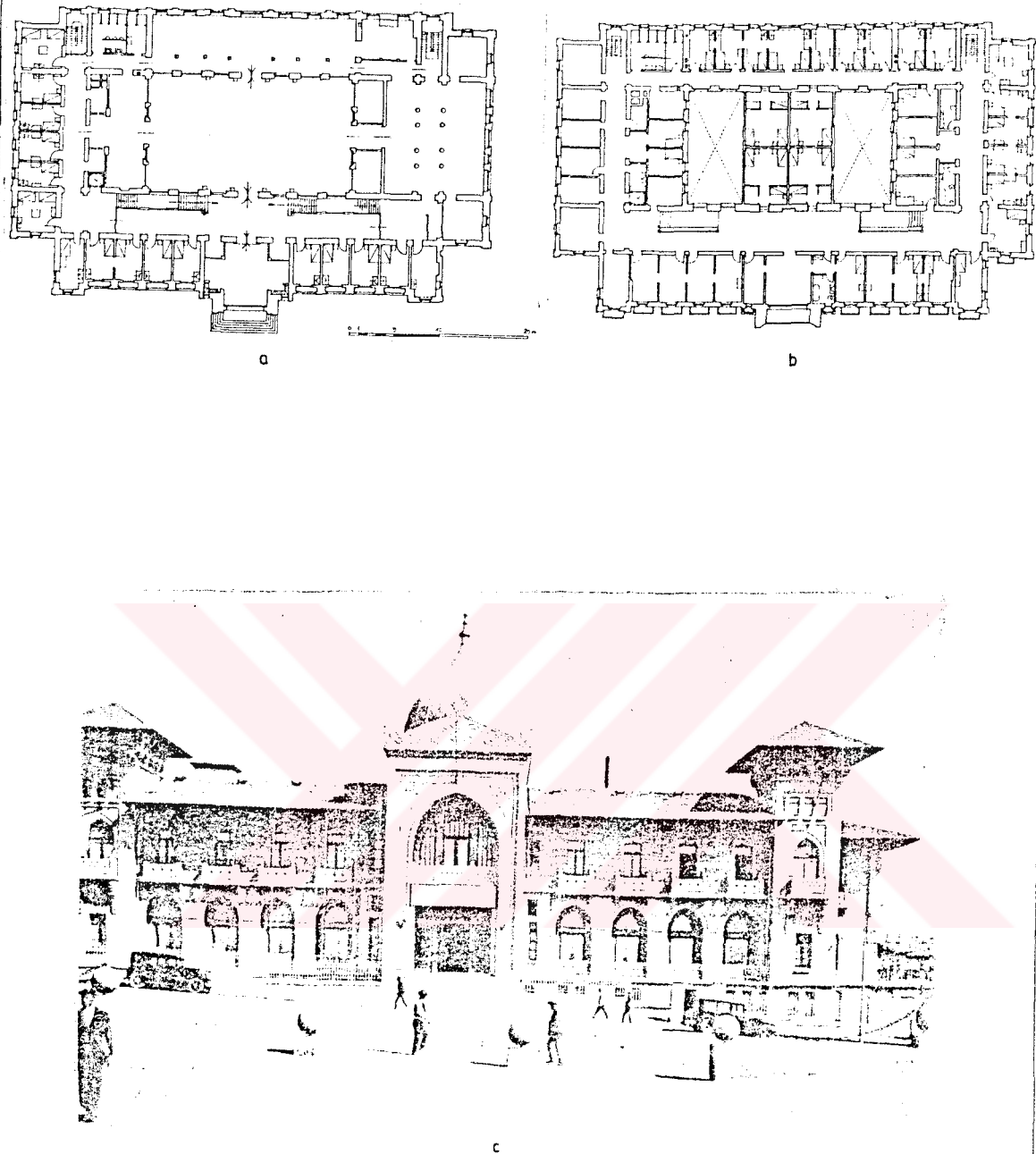
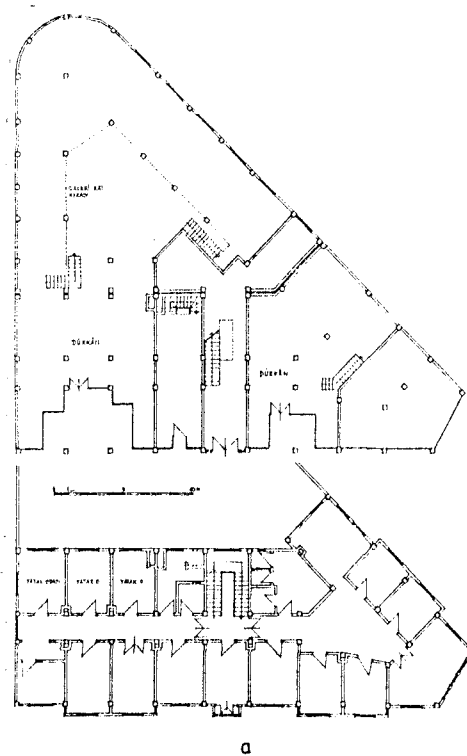


Figure 44 Ankara Palace Hotel— Ankara, Early Republican Period
 a., b. Plans (Aslanoğlu, 1980, p. 294, fig. 51)
 c. Entrance facade (Sözen & Tapan, 1973, p.150)



a



b

Figure 45 Büyük Hotel – Ankara, Early Republican Period
 a. Plans
 b. A view from the hotel
 (Aslanoğlu, 1980, p.295, fig.52; p.384, fig.II-117)

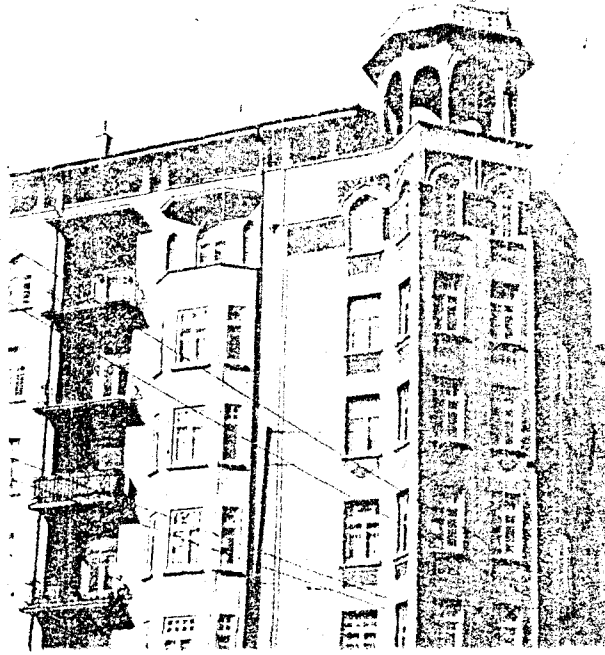
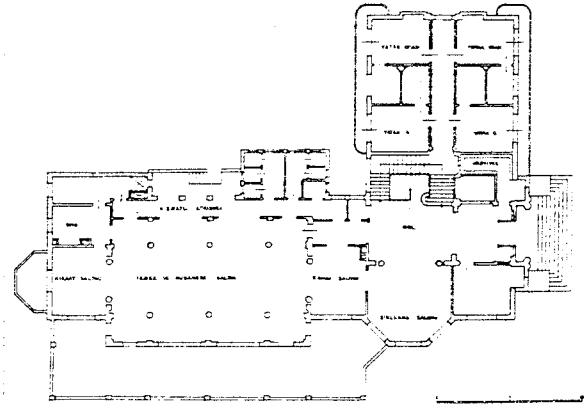


Figure 46 Izmir Palace Hotel– Istanbul, Early Republican Period
(Sözen & Tapan, 1973, p.154)



Figure 47 Turing Hotel – Eskişehir, Early Republican Period
(Sözen, 1984, p.132)



a



b

Figure 48 Çelik Palace Hotel – Bursa, Early Republican Period
a. Plan
b. A view from the hotel
(Aslanoğlu, 1980, p.297, fig.54; p.384, fig. II-119)

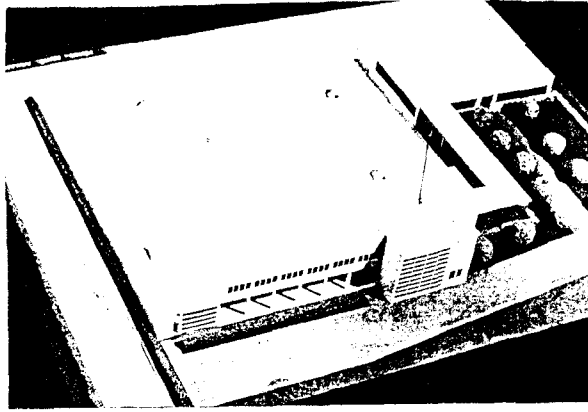


Figure 49 Sapanca Hotel – Sapanca, Maquette Photograph, Republican Period
(Mortaş & Sayar, 1937, p.191)

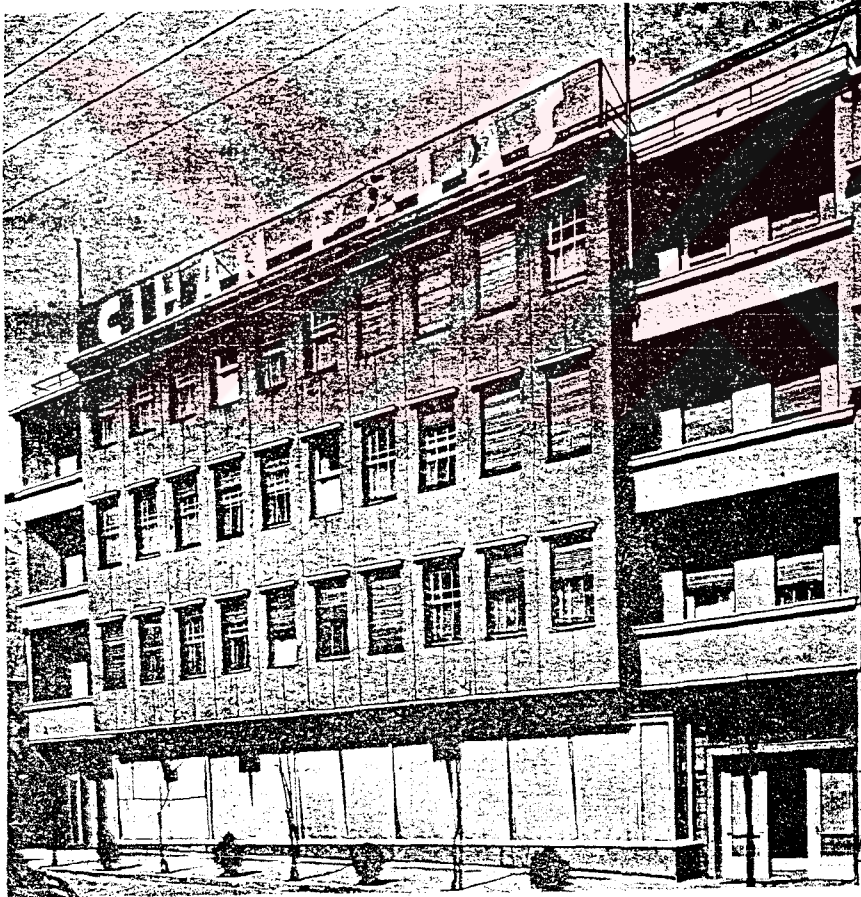


Figure 50 Cihan Palace Hotel – Ankara, Republican Period
(Mortaş & Sayar, 1940, p.49)



Figure 51 Koç Khan – Ankara, Republican Period
(Mortaş & Sayar, 1939, p.98)



Figure 52 Valide Khan – Istanbul, Republican Period
(Mortaş & Sayar, 1940, p.194)

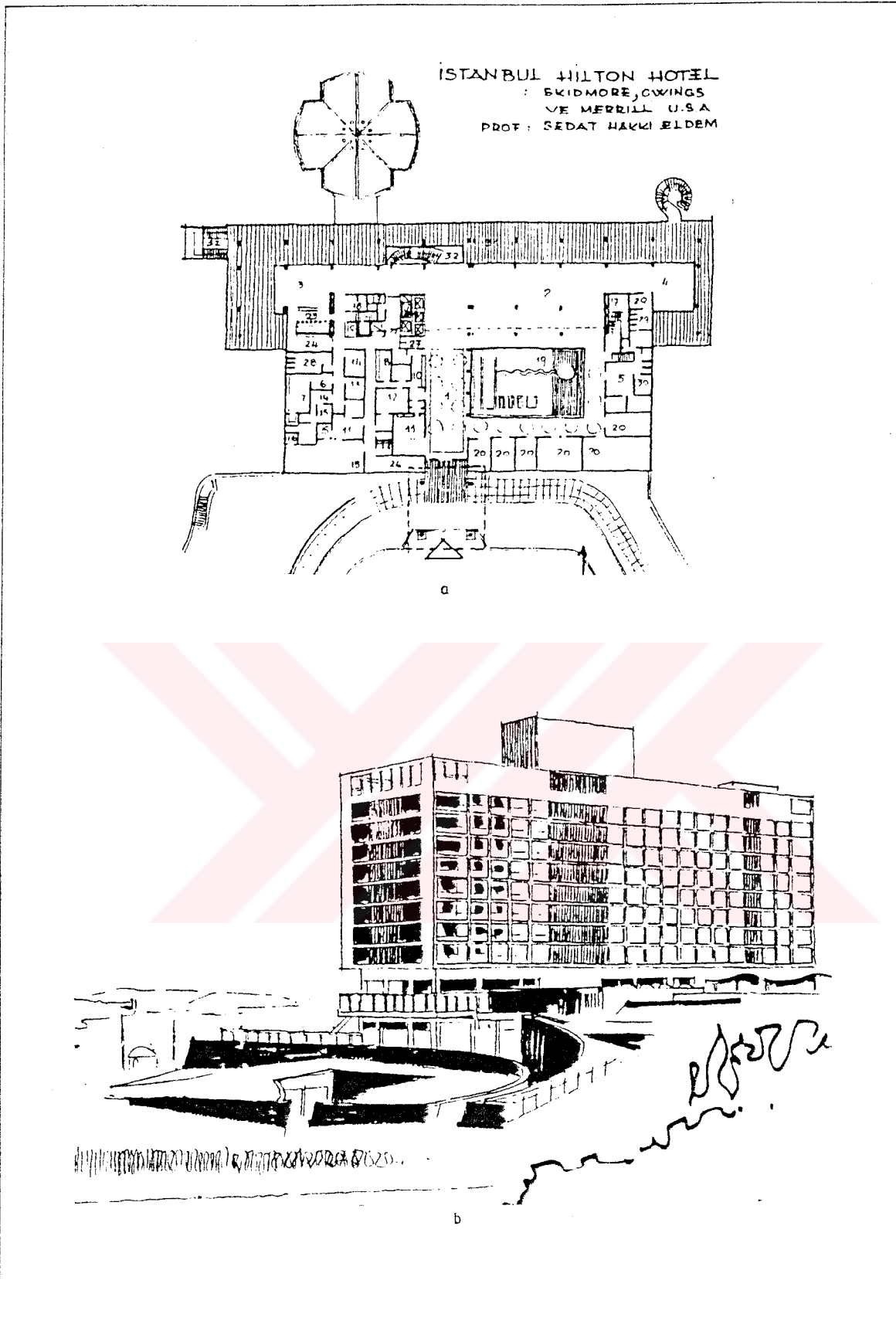


Figure 53 Hilton Hotel – Istanbul, Republican Period
 a. Plan
 b. Perspective
 (Doğu, 1994, pp. 72-74)

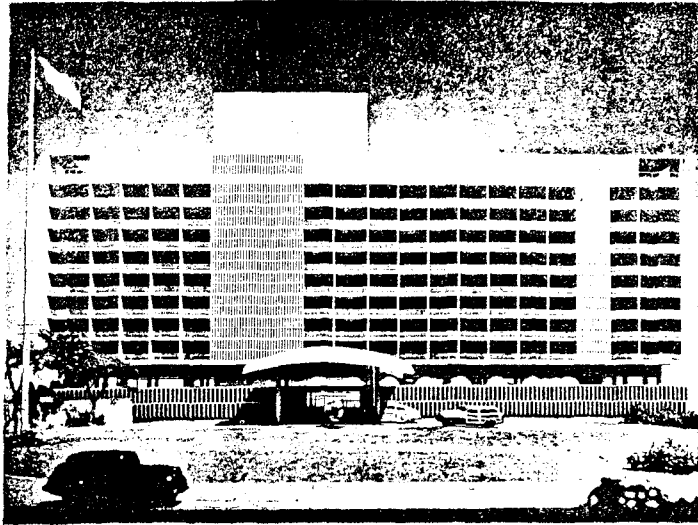


Figure 54 Hilton Hotel – Istanbul, Republican Period, A view from the hotel (Mortaş & Sayar, 1952, p.56)



Figure 55 Sheraton Hotel – Istanbul, Republican Period

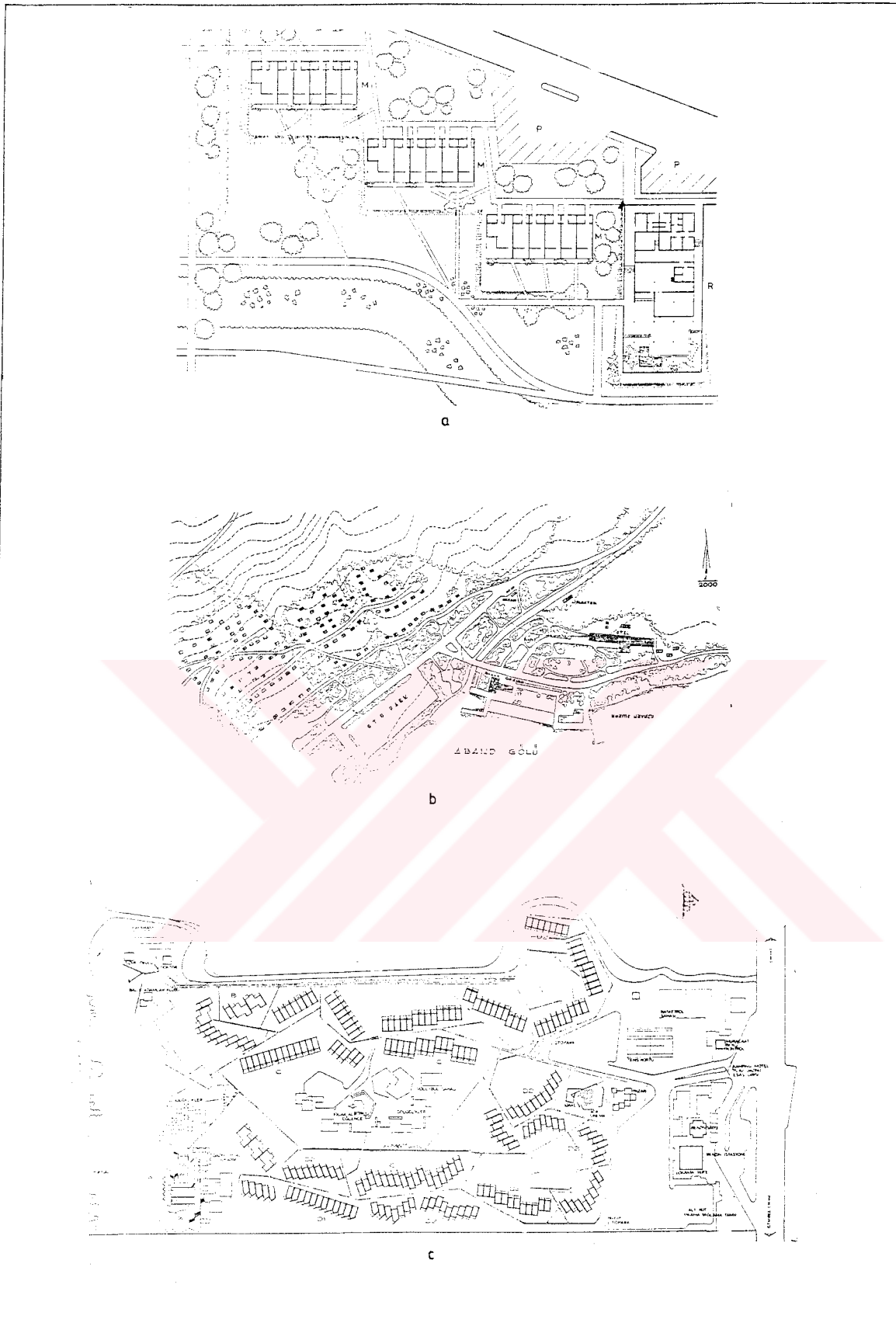


Figure 56

The touristic building complexes, Period of Republican, the 1960's

a. Florya Establishments – Motel

(Mortaş & Sayar, 1961, p.107)

b. Aband Touristic Establishments (Mortaş & Sayar, 1962, p.6)

c. Selimpaşa Touristic Establishments (Gönen & Sayar, 1964, p.119)

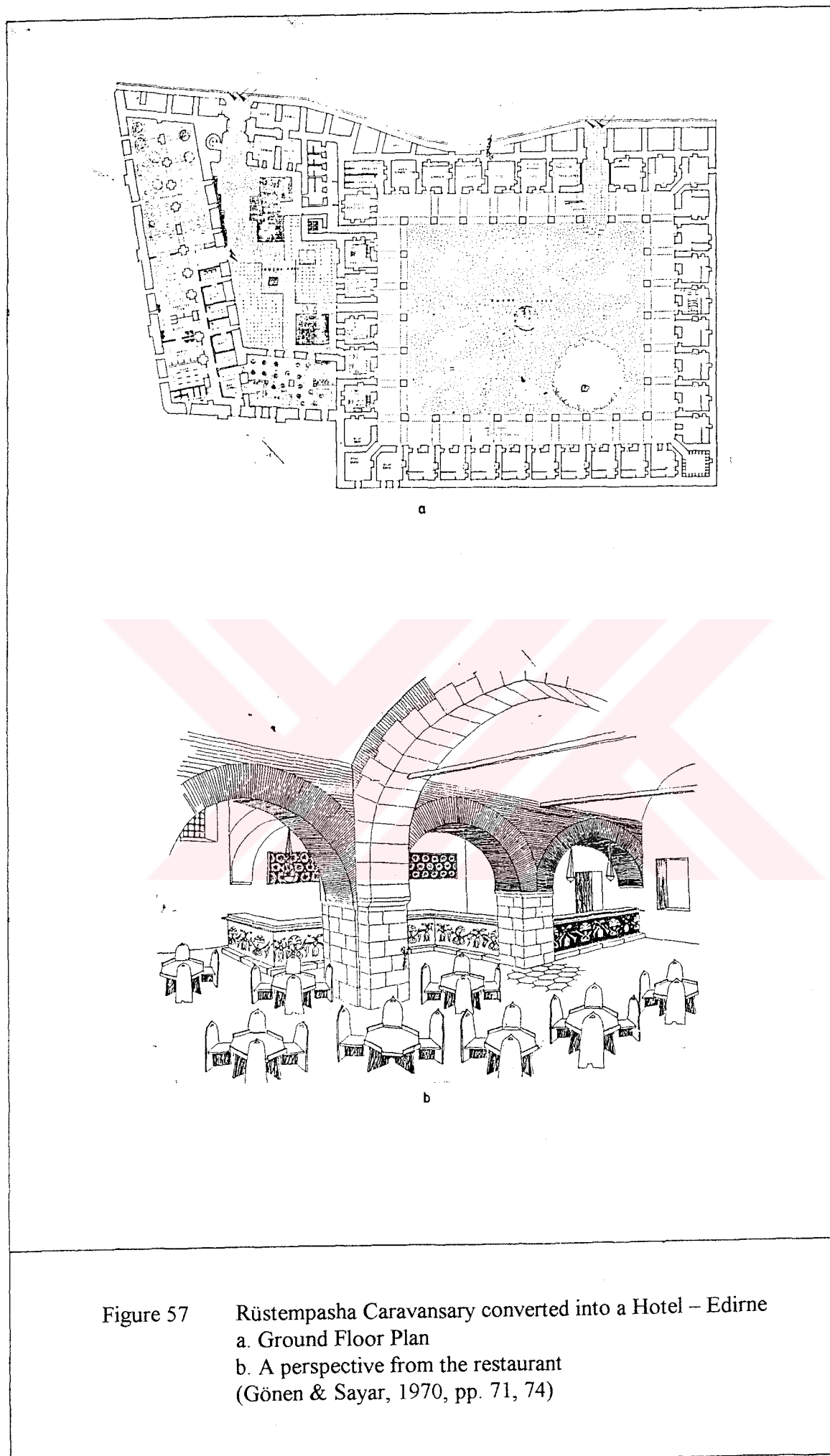


Figure 57 Rüstempasha Caravansary converted into a Hotel – Edirne
a. Ground Floor Plan
b. A perspective from the restaurant
(Gönen & Sayar, 1970, pp. 71, 74)



Figure 58 Çeşme Kanuni Caravasary – Çeşme Caravansary Hotel

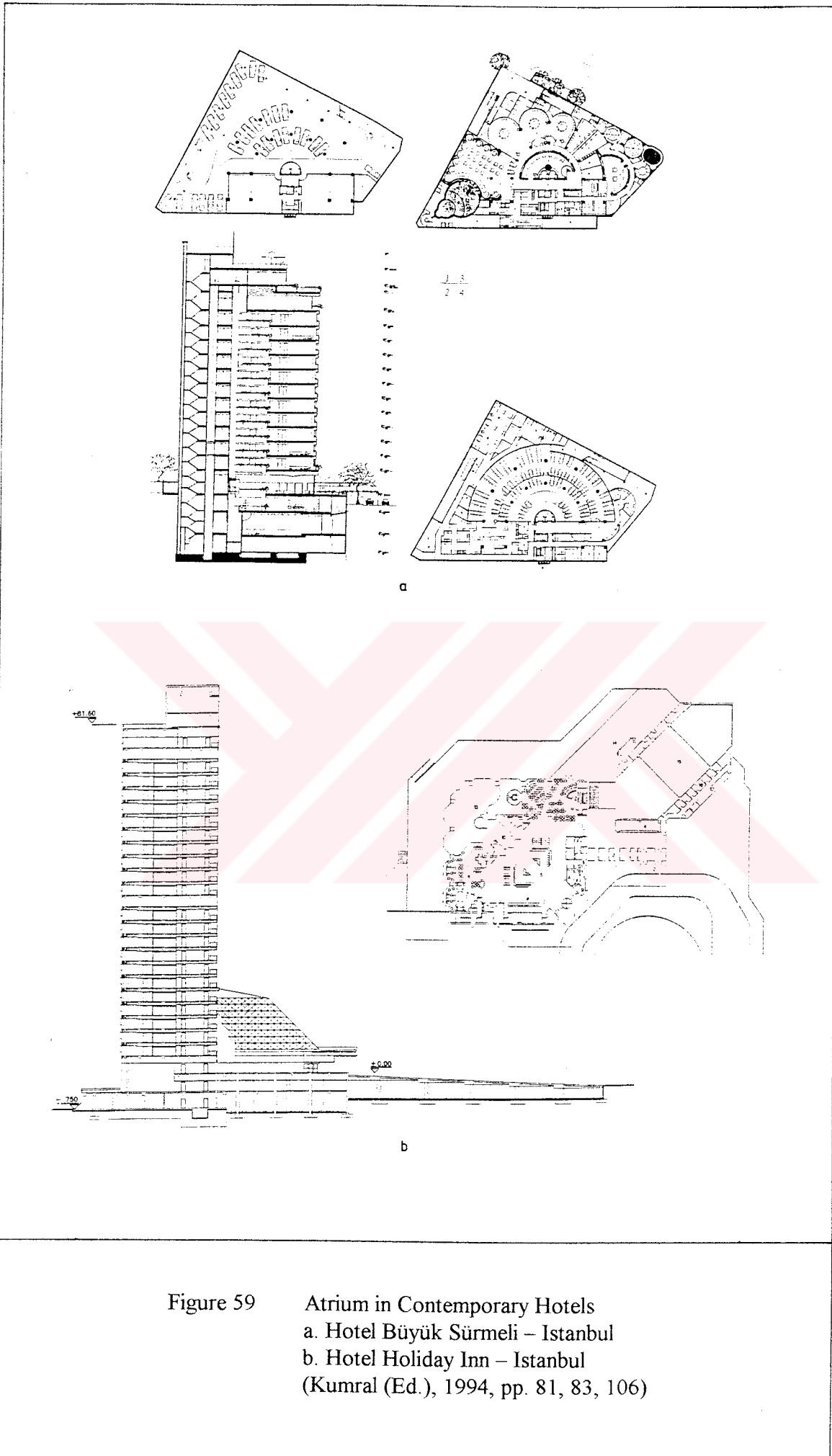


Figure 59

Atrium in Contemporary Hotels

a. Hotel Büyük Sürmeli – Istanbul

b. Hotel Holiday Inn – Istanbul

(Kumral (Ed.), 1994, pp. 81, 83, 106)



Figure 60 Sheraton Hotel - Ankara

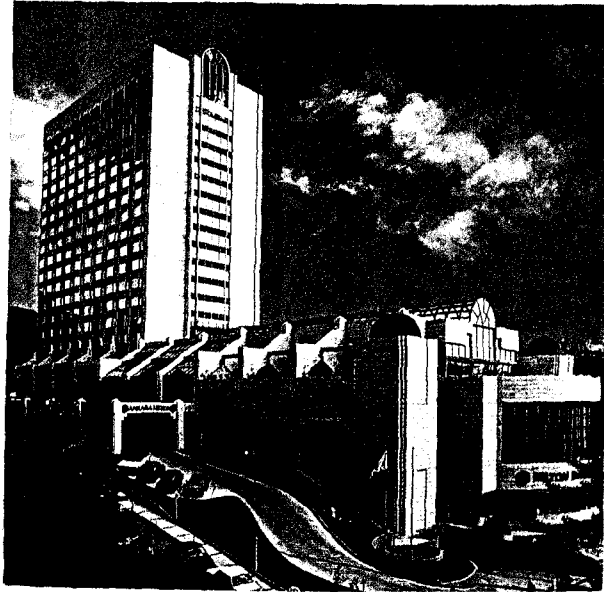


Figure 61 Hilton Hotel - Ankara



Figure 62 Klassis Hotel - Silivri

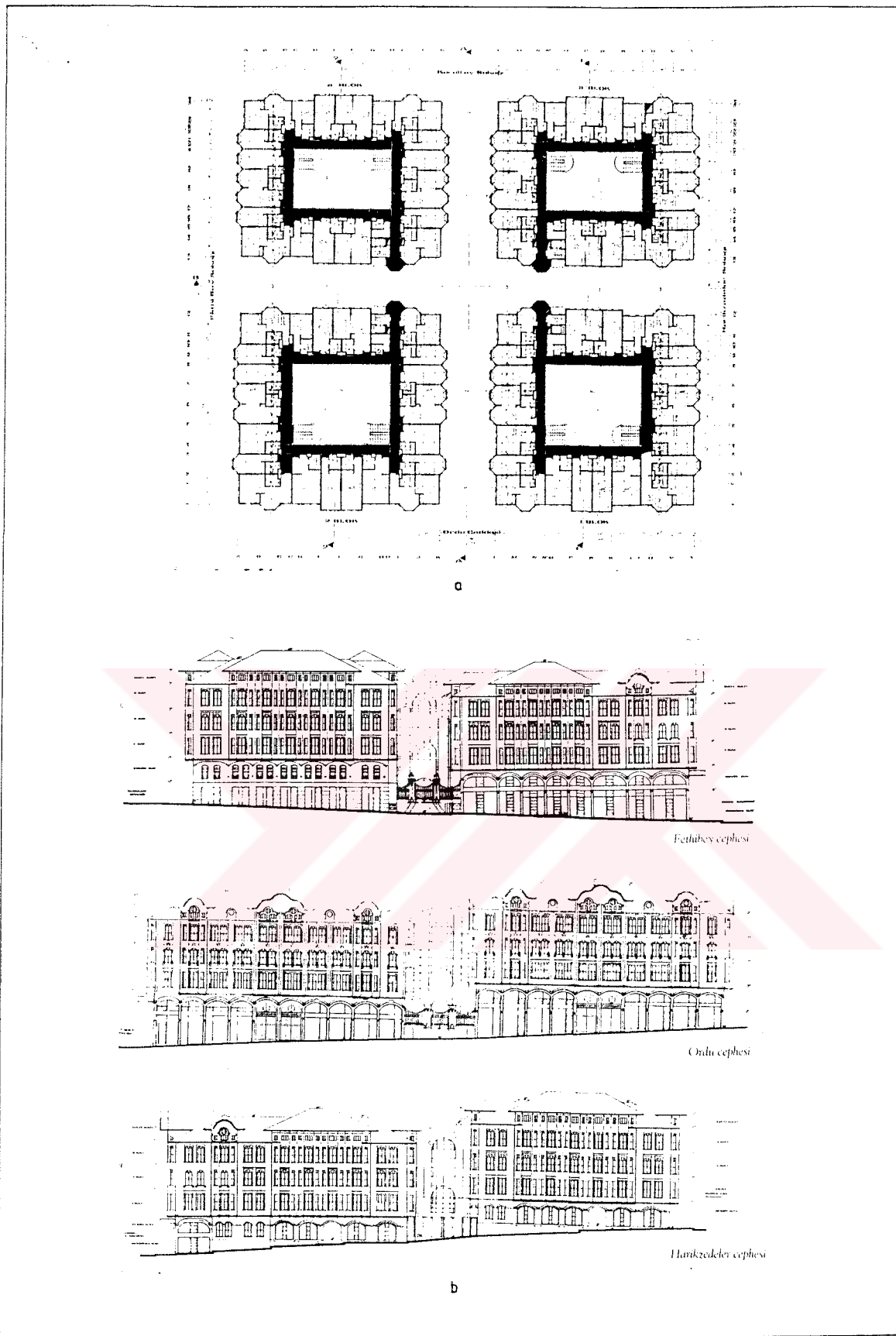
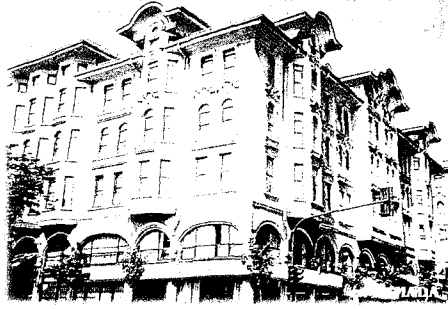


Figure 63 Harikzedegan Apartment Buildings – Ramada Hotel(Hotel Merit)
 a. Plan
 b. Facades
 (Kumral (Ed.) , 1994, pp.98, 101)

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Every friday, from 7.00 pm till 11.00 pm come and enjoy a full evening of entertainment in the unique and historical atmosphere of the Crossroads, with street sellers, market stand, the Sultan's participation and his belly dancer.

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EX RAMADA HOTEL/Ordu Caddesi 226 Laleli 34470 Istanbul
Tel:(+90-212) 513 93 00 Fax:(+90-212) 512 63 90 Telex: 50220 RMD TK.

Figure 64 The Brochure of Hotel Merit (The old Harikzedegan Apartment Buildings)



Figure 65 Çırağan Palace converted into a Hotel

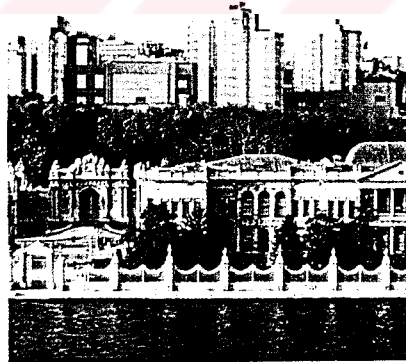


Figure 66 Dolmabahçe Palace and Swiss Hotel located at its garden



Figure 67 The Brochure of the Current Pera Palace

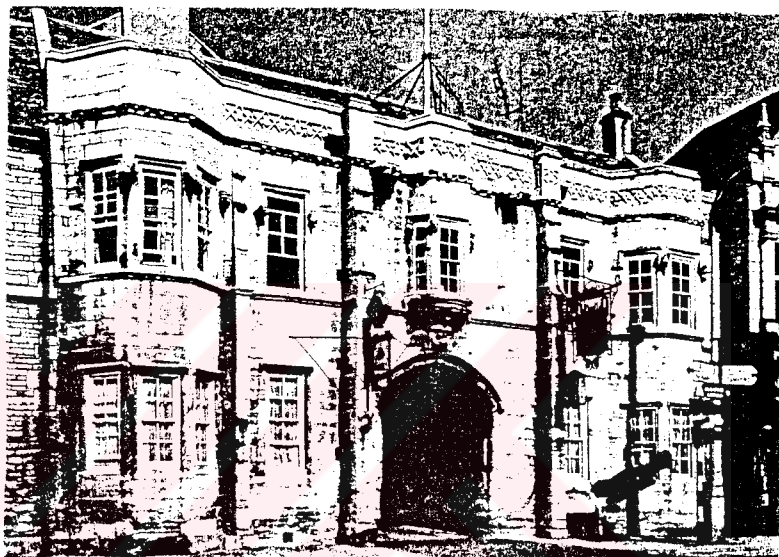
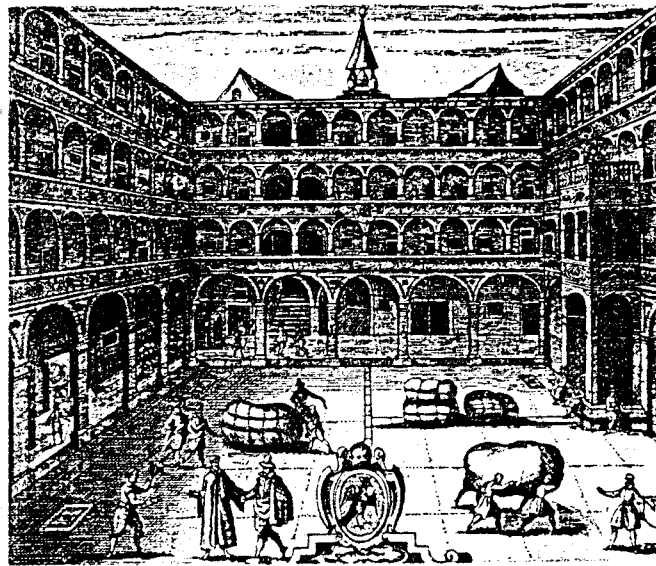
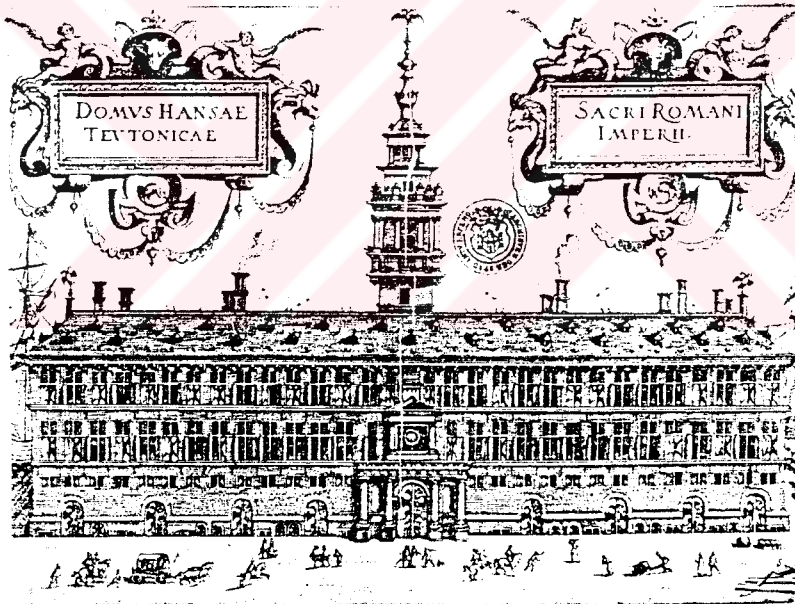


Figure 68 Angel Inn – Grantham, 15th Century
(Pevsner, 1976, p.169, fig.11.1)



a



b

Figure 69 Samples from the multi-functional (trade, storage and lodging) buildings in Europe
 a. Fondaco dei Tedeschi – Venice, 16th Century
 b. House of the Hansa – Antwerp, 16th Century
 (Pevsner, 1976, p.238, fig.15.8, 15.9)



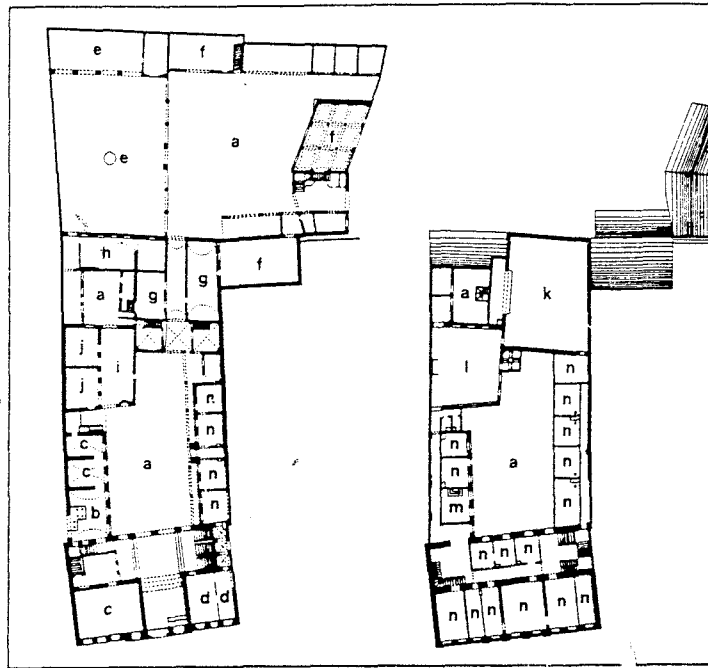
Figure 70 Riese Inn – Miltenberg, 16th Century
(Pevsner, 1976, p.171, fig.II.5)



Figure 71 White Hart Inn – Norfolk Scole, 17th
Century (Pevsner, 1976, p.170, fig.II.2)

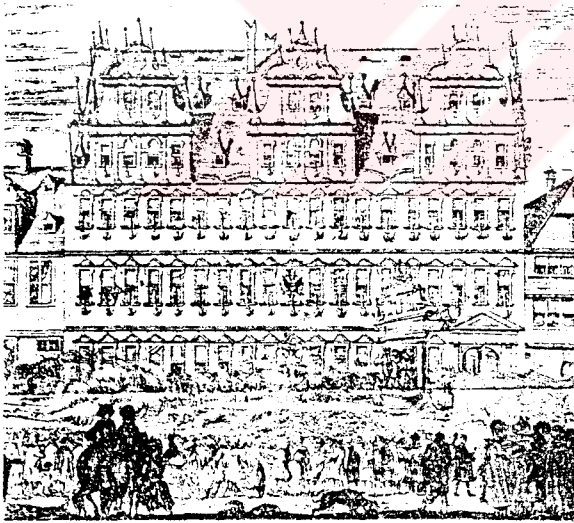


Figure 72 George Inn – Southwark, 17th Century
(Pevsner, 1976, p.170, fig.II.4)



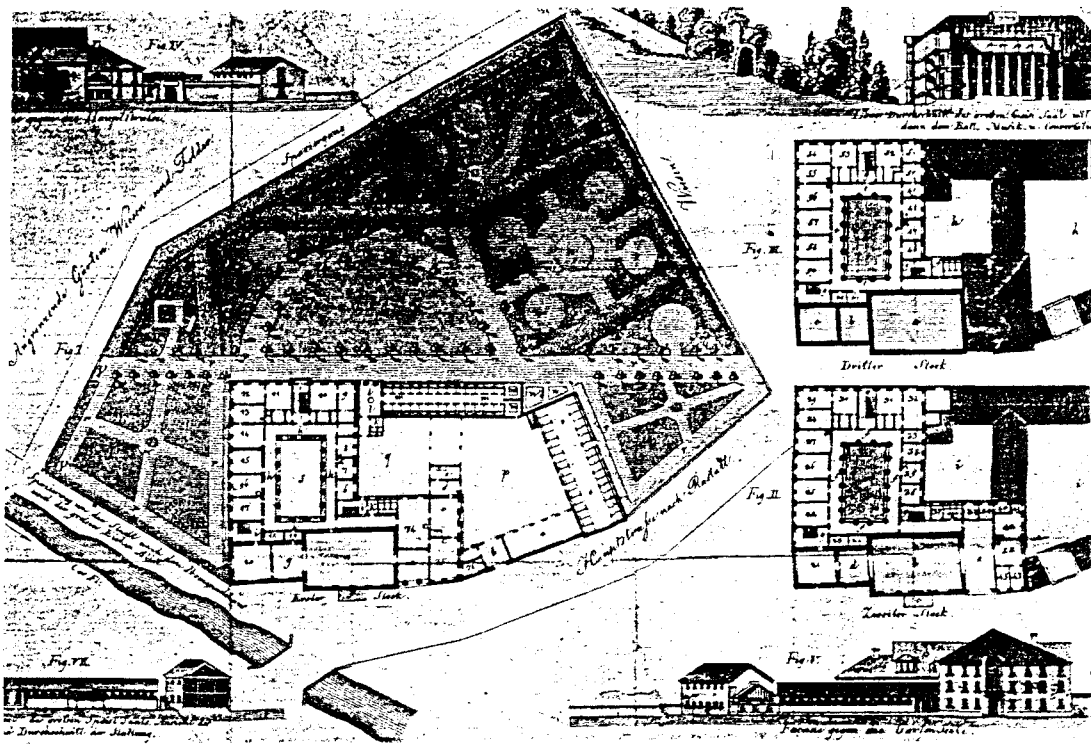
Key a courtyards, b kitchen, c dining rooms, d sitting rooms, e garden, f coach-house range and storerooms, g stables, h harness room, i passage and wood-store, j rooms for women and men servants, k ballroom, l Ritteraal, m chapel, n bedrooms

a

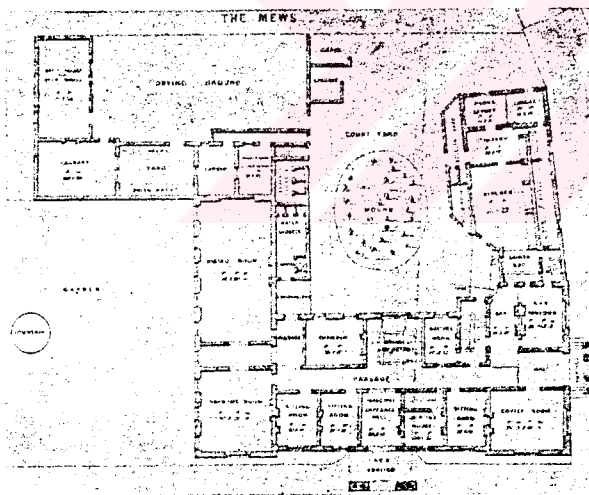


b

Figure 73 The European Inns renewed in 18th Century
 a. Drei Mohren – Ausburg
 b. Rotes Haus – Frankfurt,
 Views from the 17th and 18th Centuries
 (Pevsner, 1976, p.171, fig.II.6, II.7, II.9)



a



b



Figure 74 European Hotels at the beginning of the 19th Century
 a. Badischer Hof Hotel – Baden-Baden
 b. Regent Hotel – Leamington
 (Pevsner, 1976, p.172-175, fig.II.10, II.17, II.18)



Figure 75 Grand Western Hotel – Paddington, London, 19th Century
(Dixon & Muthesius, 1993, p.78, fig.68)

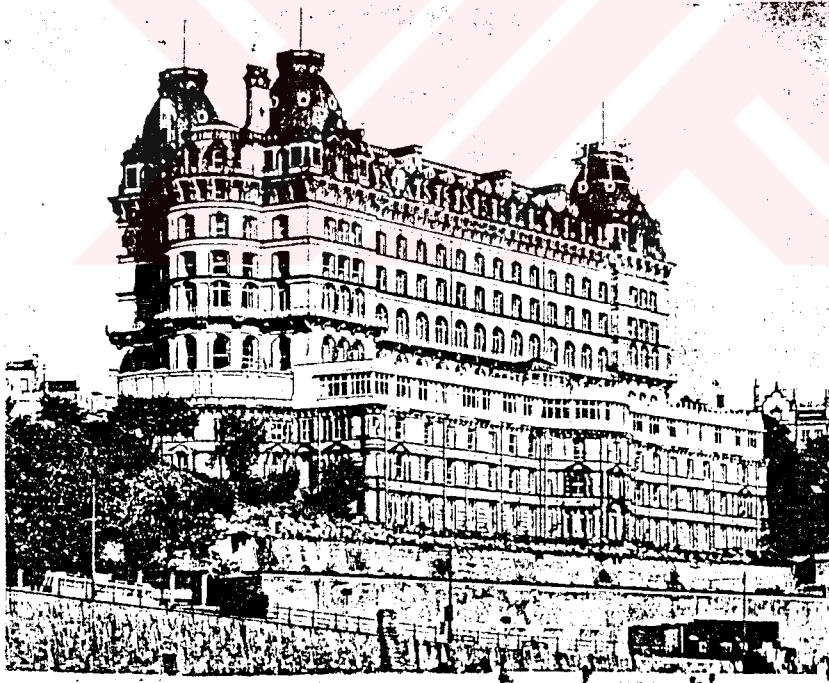
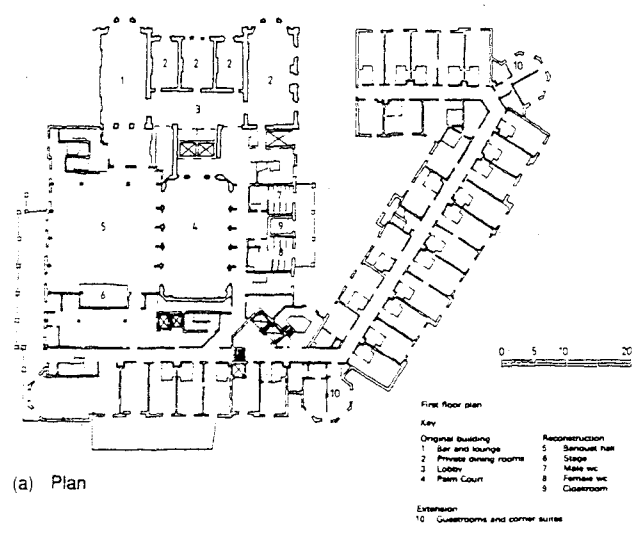


Figure 76 Grand Hotel – Scarborough, Yorkshire, 19th Century
(Dixon & Muthesius, 1993, p.80, fig.70)

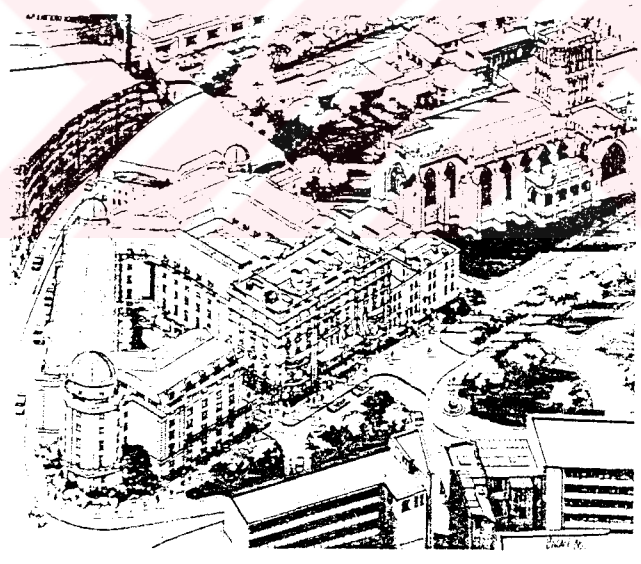


Figure 77 Westminster Palace Hotel – Victoria Street, London, 19th Century
(Dixon & Muthesius, 1993, p.79, fig.69)



(a) Plan

d

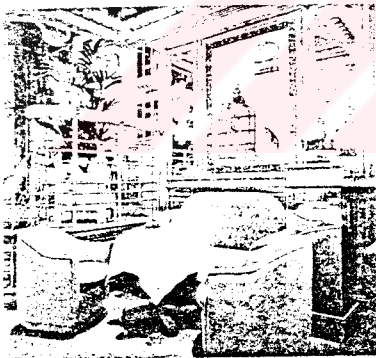


b

Figure 78 Royal Hotel (Royal Swallow Hotel) – Bristol
 a. Plan
 b. Perspective
 (Lawson, 1995, p.322, fig.11.3)



Figure 79 Royal Hotel – Bristol, a view from the interior space
(Lawson, 1995, p.323)

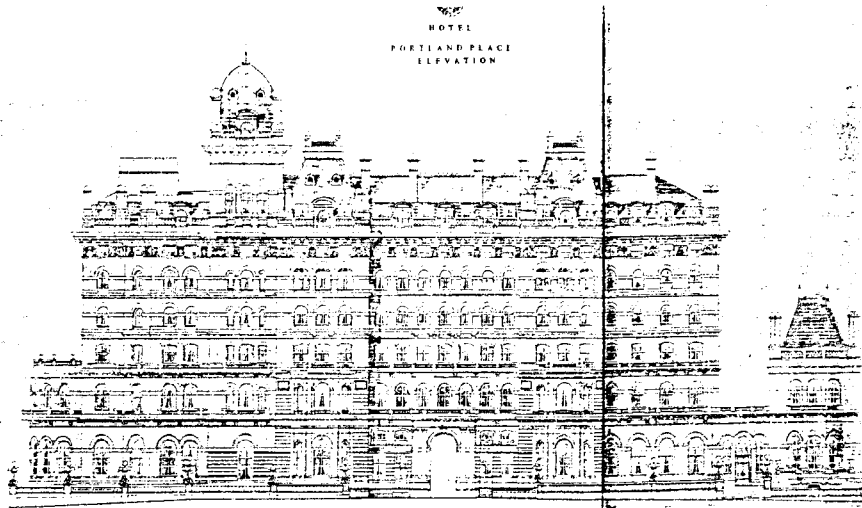


a

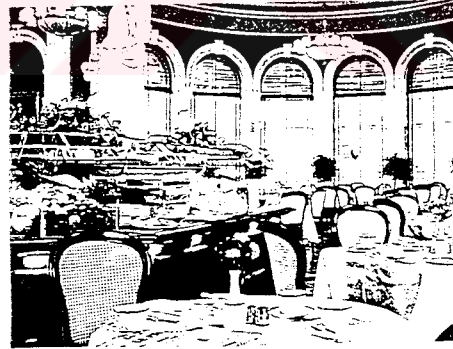
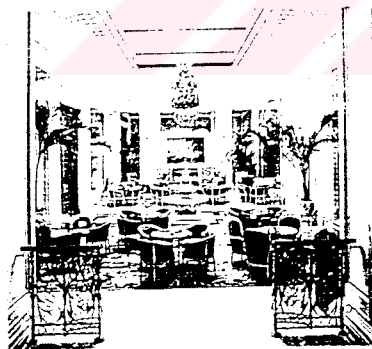


b

Figure 80 Hotel Dorchester – London
a. A view from the bar
b. One of the bedrooms
(Lawson, 1995, p.326)

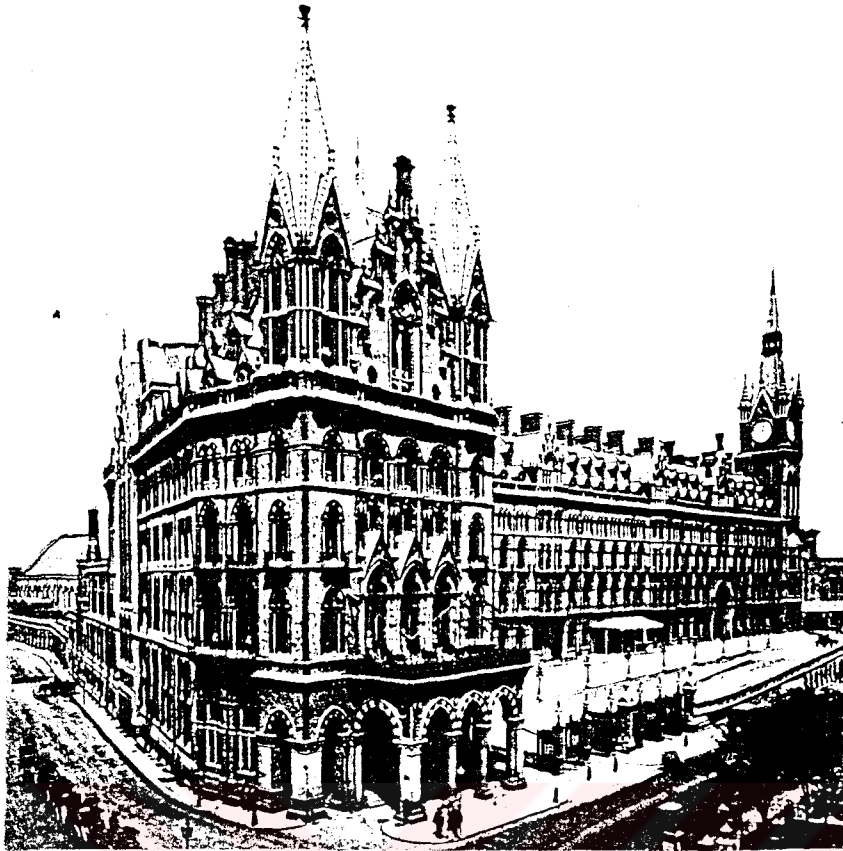


a

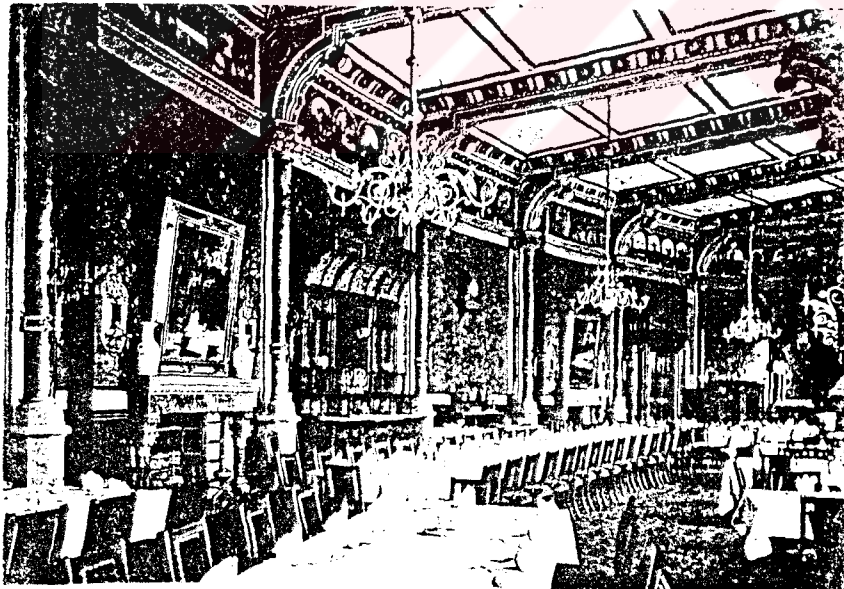


b

Figure 81 Langham Hotel – London
a. The facade of Portland Palace (Pearce, 1989, pp.58-59, fig.21)
b. Views from the interior space (Lawson, 1995, p.325, fig.11.5)

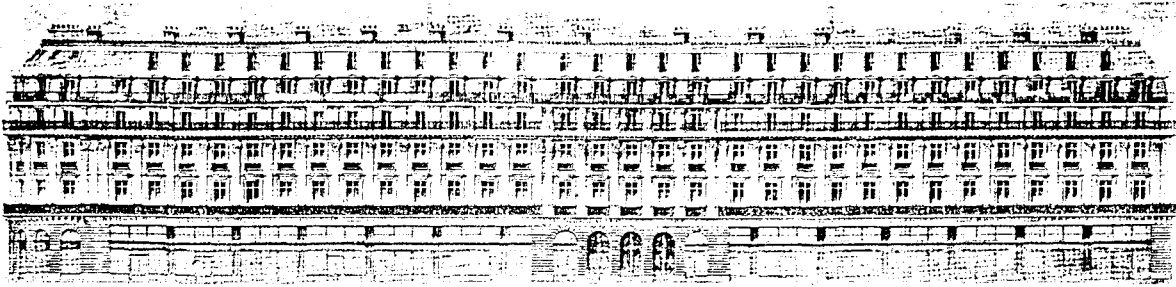


a

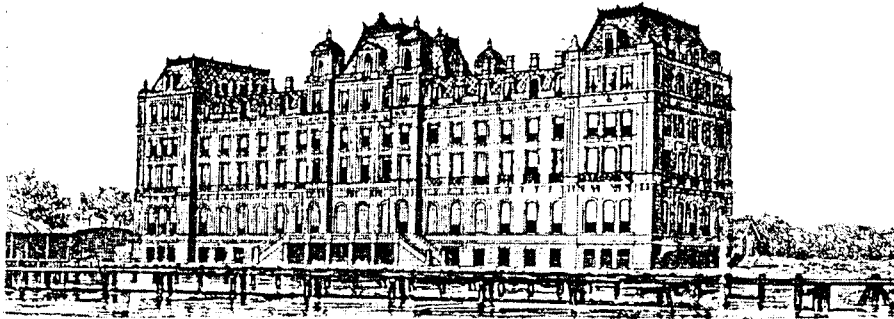


b

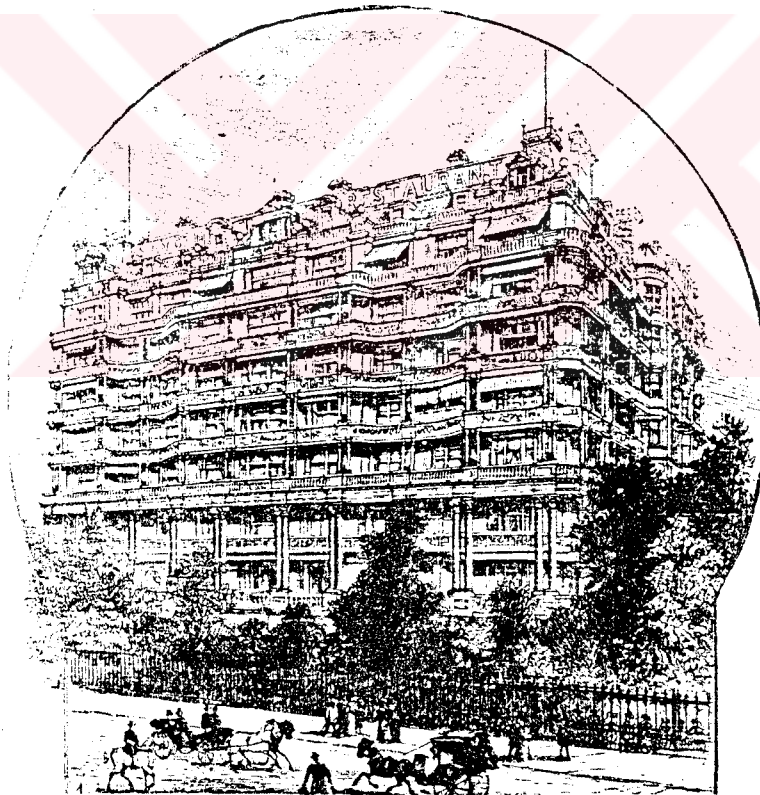
Figure 82 Midland Grand Hotel – St. Pancras, London, 19th Century
a. A view from the hotel
b. A view from the interior space
(Dixon & Muthesius, 1993, p.82, 83, fig.71-72)



a



b



c

Figure 83 19th Century European Hotels
a. Grand Hotel – Paris
b. Amstel Hotel – Amsterdam
c. Savoy Hotel – London
(Pevsner, 1976, p.187-188, 190, fig.II.43, II.46, II,50)

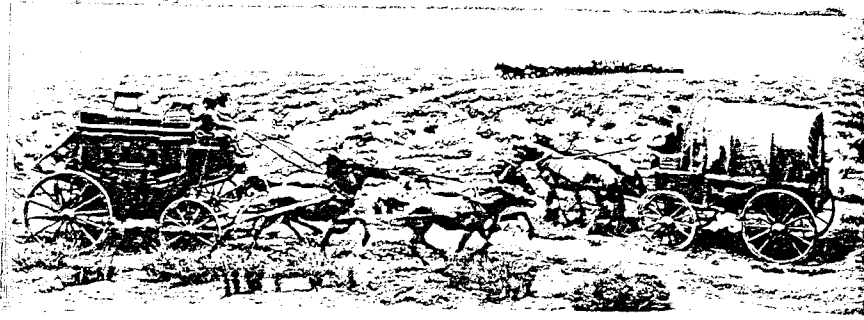


Figure 84 A view from the period of stage-coach in America
(Brooks, 1956, p.112)



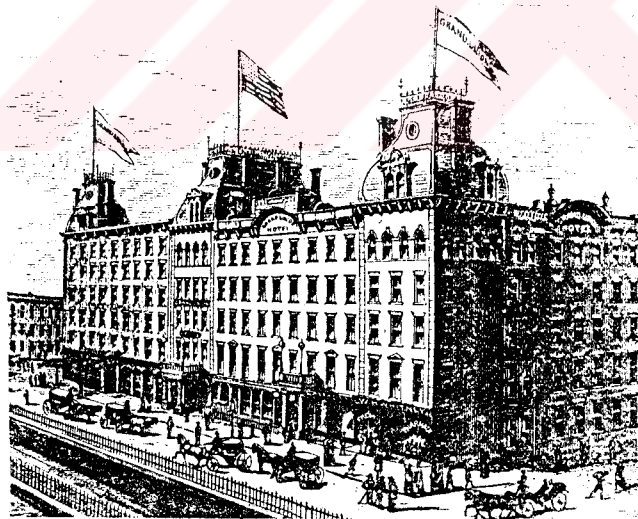
Figure 85 The camel caravan tests in California
(Brooks, 1956, p.138)



a

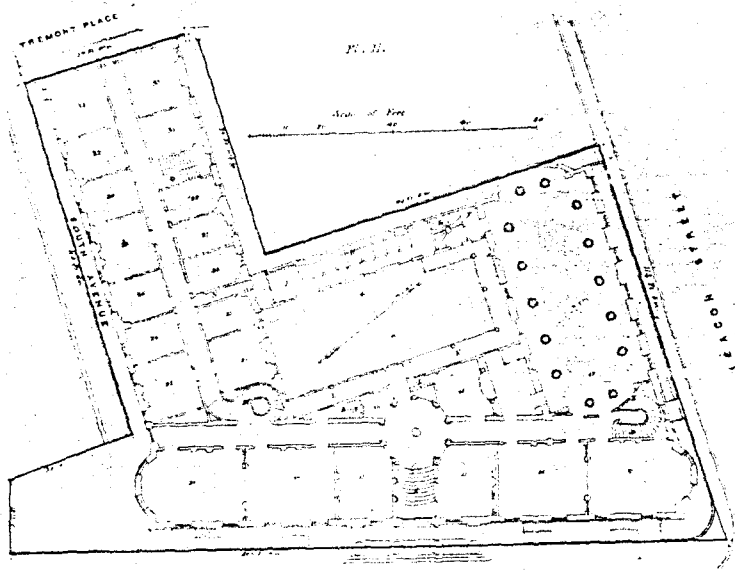


b

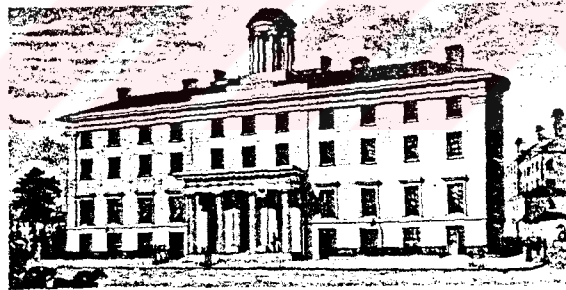


c

Figure 86 The development of hostelry buildings in America
 a. An inn from the period of stage-coach
 b. Simpson House from the period of horse-drawn trams
 c. Newyork Grand Union Hotel from the period of railways
 (Hunt, 1960, p.3)



a

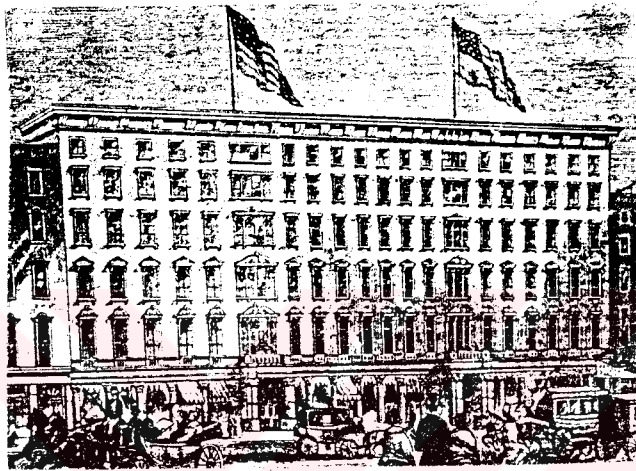


b

Figure 87 Tremont House – Boston, 19th Century
a. Plan
b. Perspective
(Pevsner, 1976, p.176, fig.II.19, II.20)



a



b



c

Figure 88

19th Century American Hotels

a. Lindell Hotel, - St. Louis Mo.

b. St. Nicholas Hotel- Newyork

c. Fifth Avenue Hotel – Newyork

(Pevsner, 1976, p.180-181, fig.II.27, II.28, II.29)



Figure 89 Grand Union Hotel – Saratago, Newyork, 19th Century
(Andrews, 1960, p. 74)

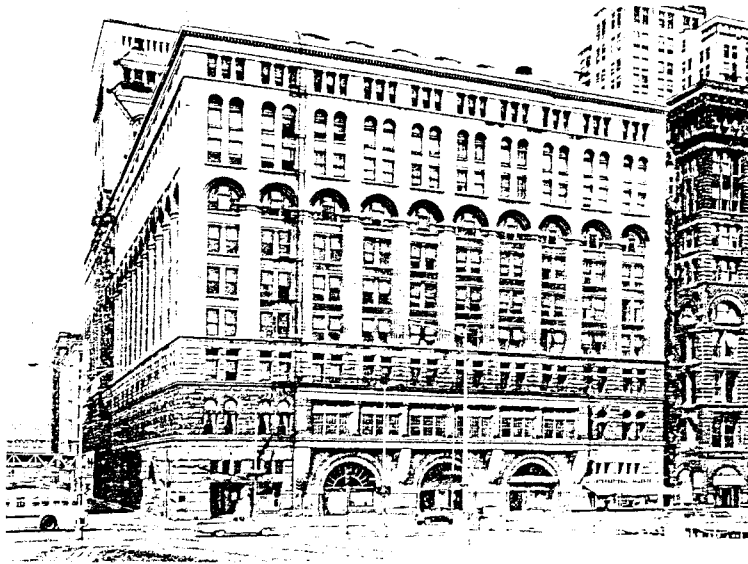


Figure 90 Auditorium Building (hotel, theater, office) – Chicago, 19th Century
(Andrews, 1960, p.116)

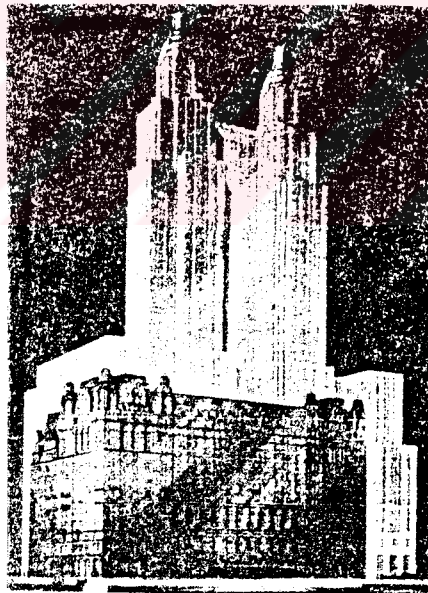


Figure 91 Waldorf – Astoria Hotel – Newyork, 19th Century
(Pevsner, 1976, p.185, fig.II.38)



Figure 92 Ponce de Leon Hotel – Florida, Saint Augustine, 19th Century
(Limerick, Ferguson & Oliver, 1979, p.88)



Figure 93 Greenbrier Resort Hotel – White Sulphur Springs, West Virginia, the
beginning of the 20th Century
(Smeallie & Smith, 1990, p.10)

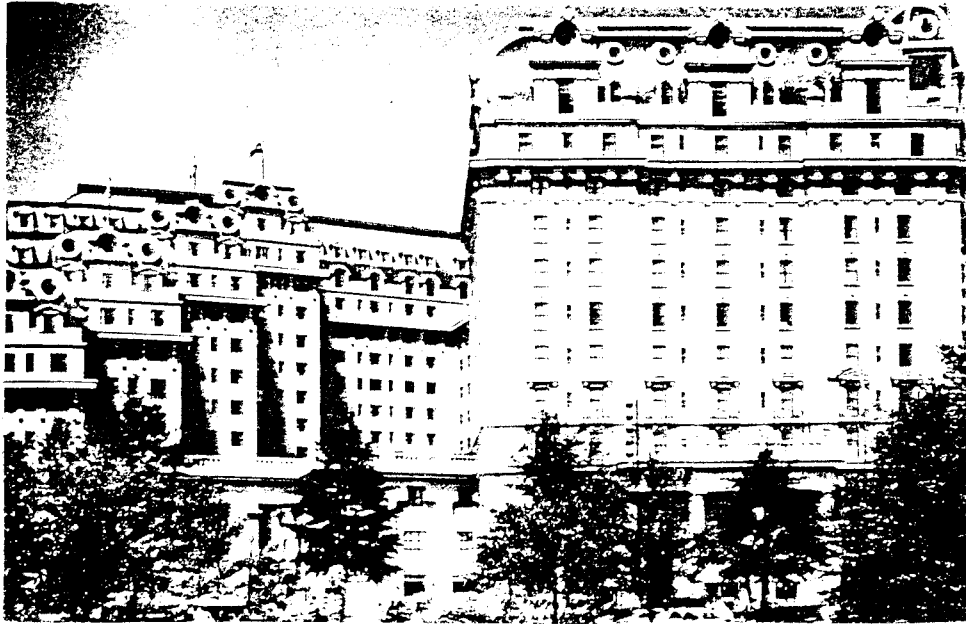


Figure 94 Willard Hotel and the latter added office buildings – Washington, the beginning of the 20th Century
(Smeallie & Smith, 1990, p.13)



Figure 95 Stewart House – Seattle
(Woodbridge, 1978, p.39)

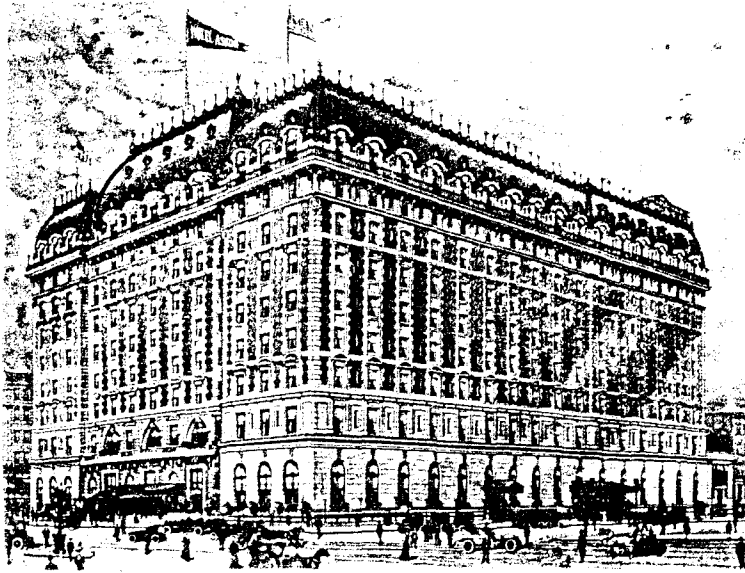


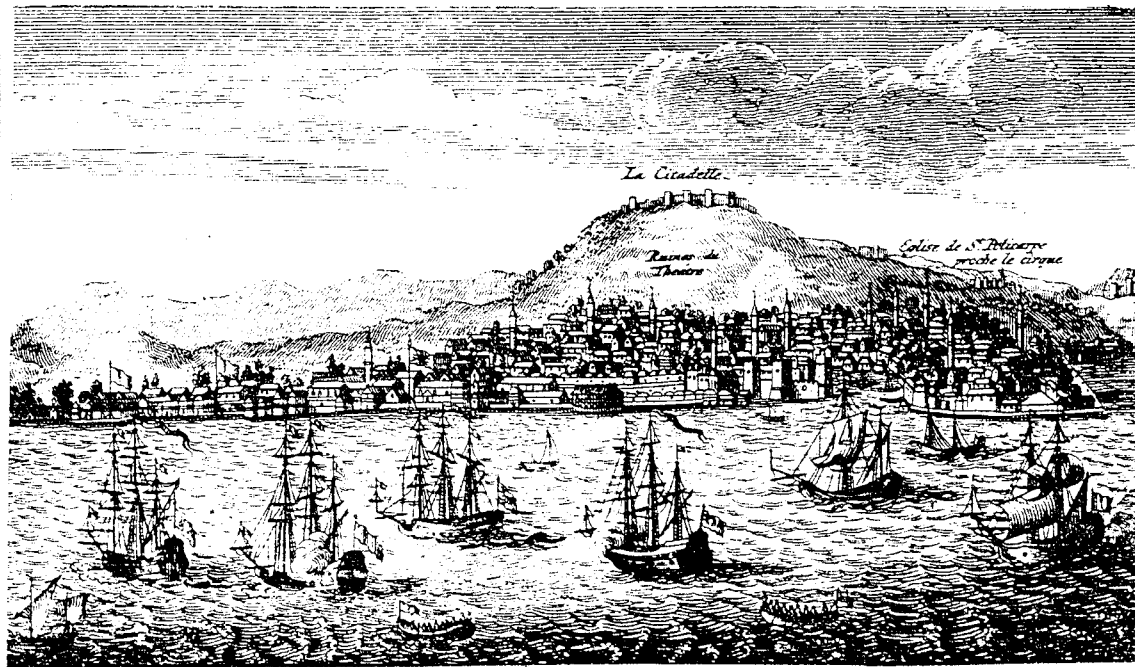
Figure 96 Astor Hotel – Newyork,
(Pevsner, 1976, p.185, fig.II.37)



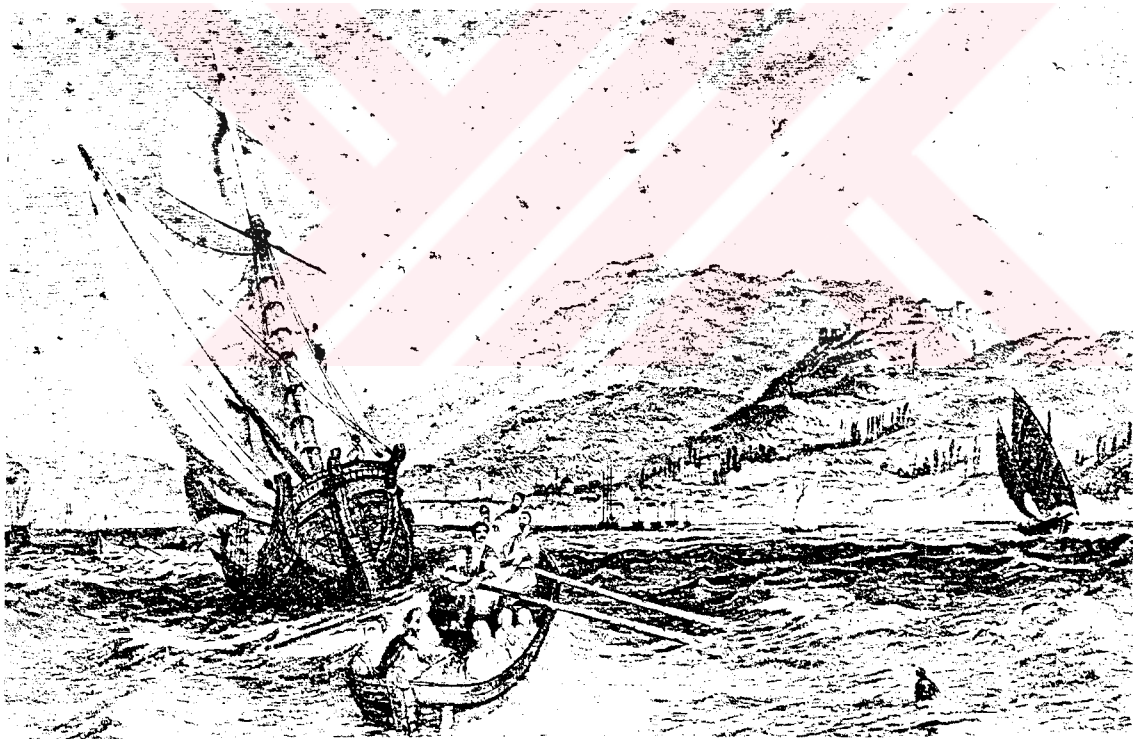
Figure 97 Plaza Hotel – Newyork, the beginning of the 20th Century
(Pevsner, 1976, p.185, fig.II.39)



Figure 98 A view from the cosmopolitan city of Izmir, with Rabbi of Izmir (middle), a Christian merchant (right) and a rich man from Manisa (Hamdy Bey (Ed.), 1873, plate 5)



a



b

Figure 99 a., b. Engravings of Izmir of the First Period (17th – 18th Century)
 (Tournefort, 1717, p.370, adapted from Allom by Evliya Çelebi,
 1935, p.96)

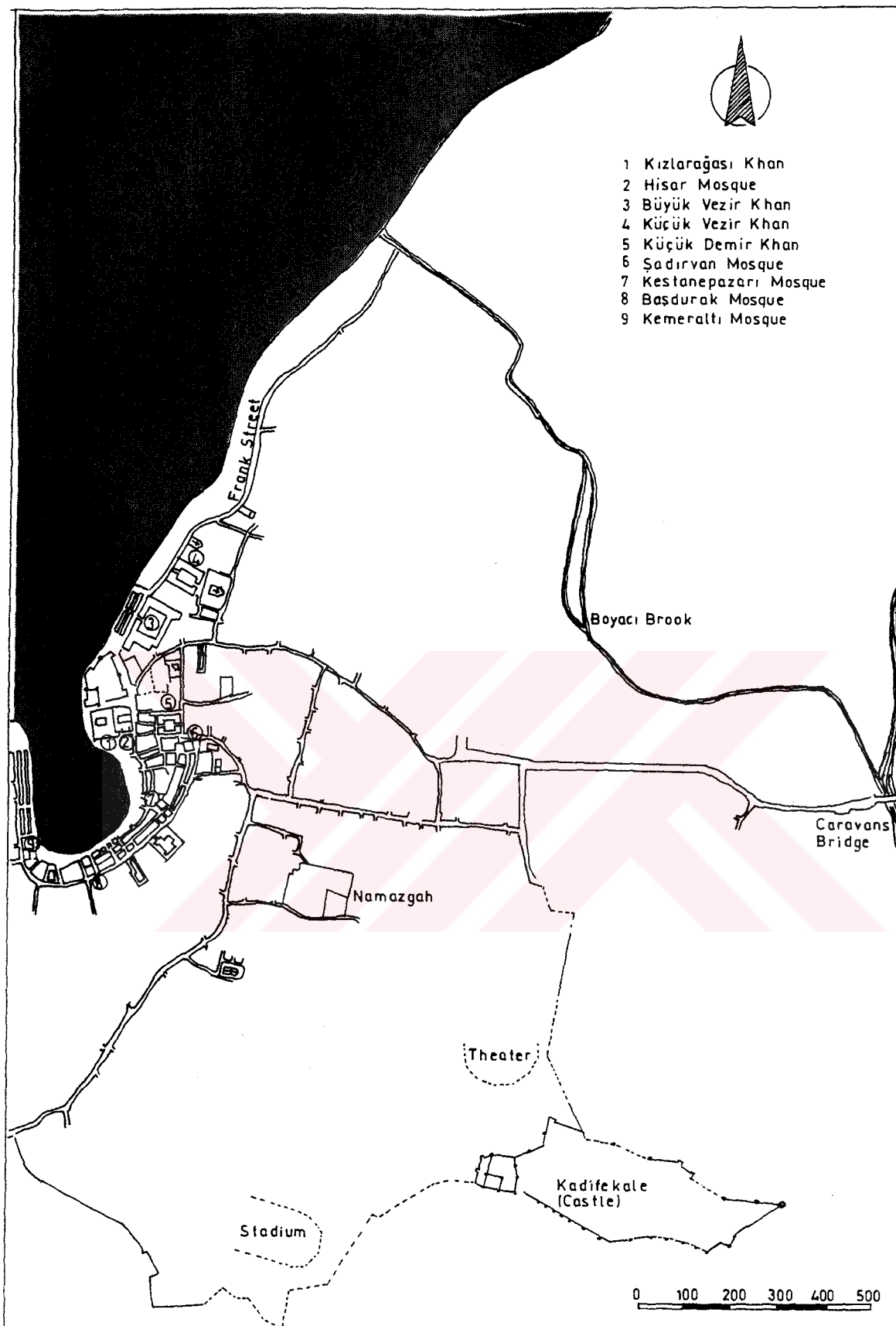
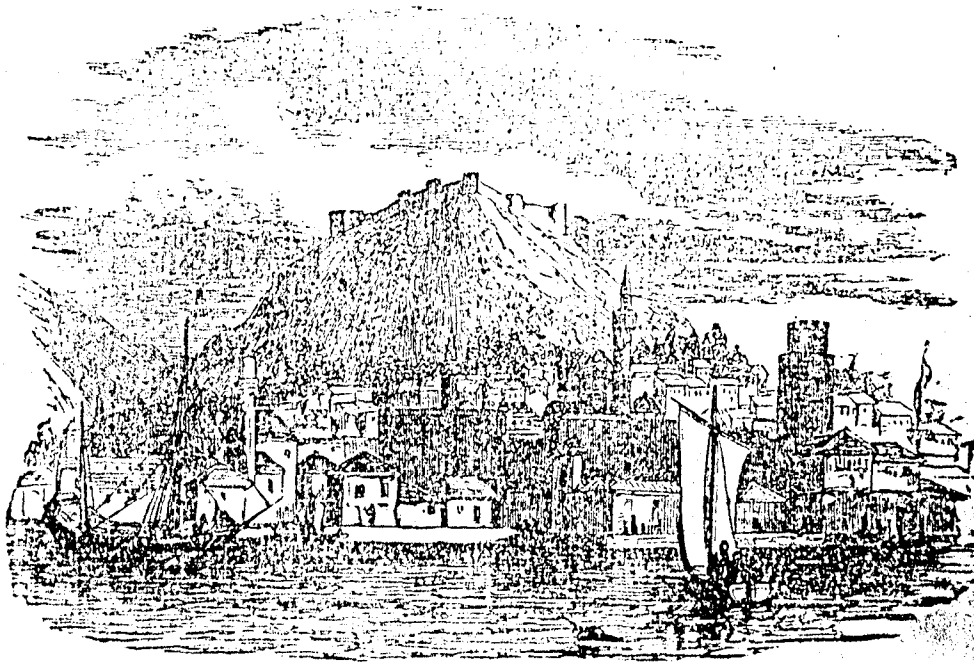


Figure 100 The urban trade center of Izmir in the 17th and 18th Centuries and the outer connections (re-drawing adapted from the maps of Baykara (1974, p.113) and Müller-Wiener maps (1980-81, pl.2) Plan d'Assurance de Smyrne.



Figure 101 The Caravans Bridge from an old photograph



a



b

Figure 102 Views from the city center
a. The inner-bay and the Ok Castle
b. Vezir Khan
(Atay, 1993, p.23-27)

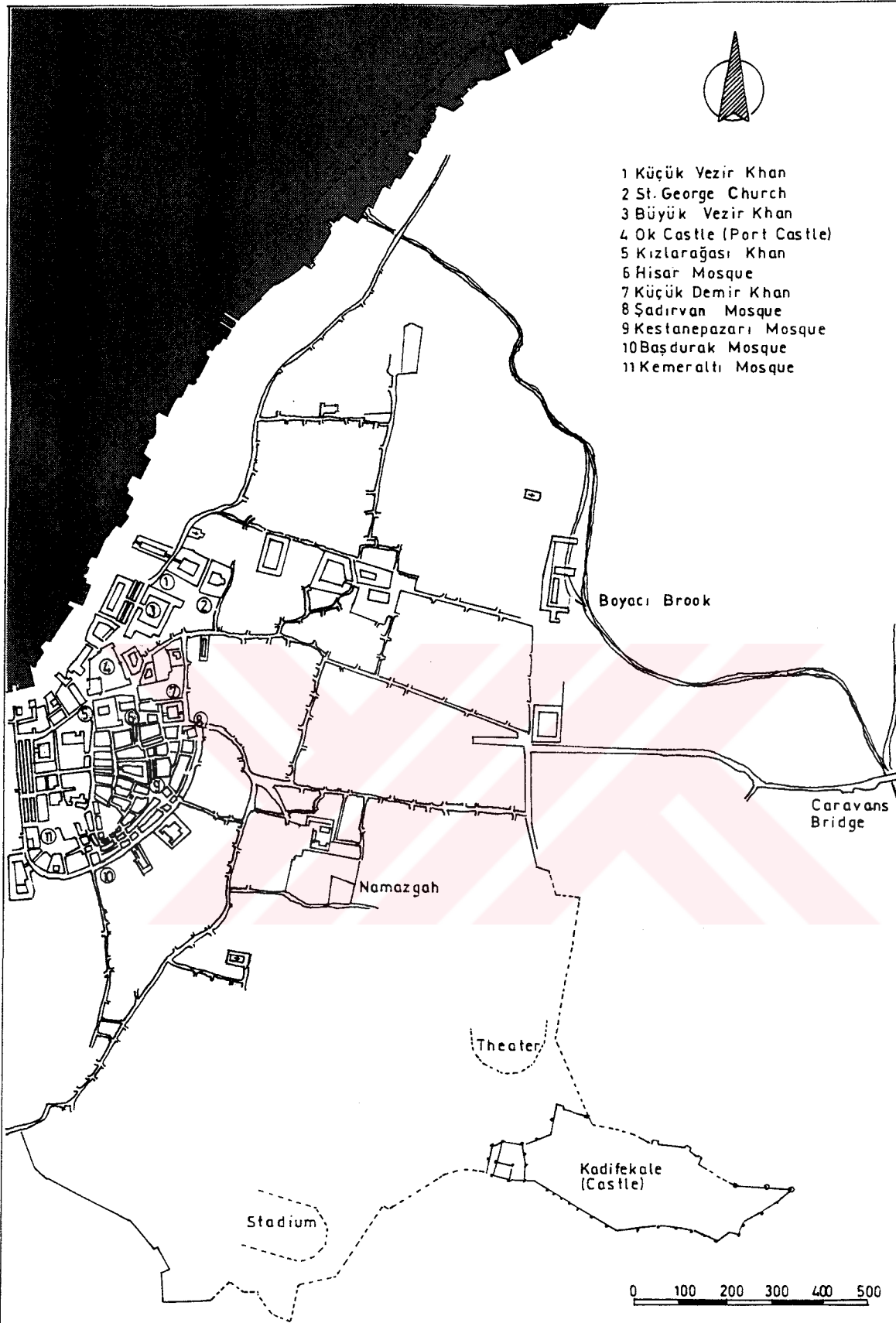


Figure 103 The trade center of Izmir in 18th – 19th Centuries and the outer connections
 (re-drawing adapted from the maps of Graves (1831-36) and Müller-Wiener maps (1980-81, pl.3) and Plan d'Assurance de Smyrne.



Figure 105 Basmahane Station



Figure 106 Alsancak Station



Figure 107 Izmir in the first half of the 19th Century – the Graves map
(Archive of Izmir Museum of Archeology, Beyru, 1973, fig.10)

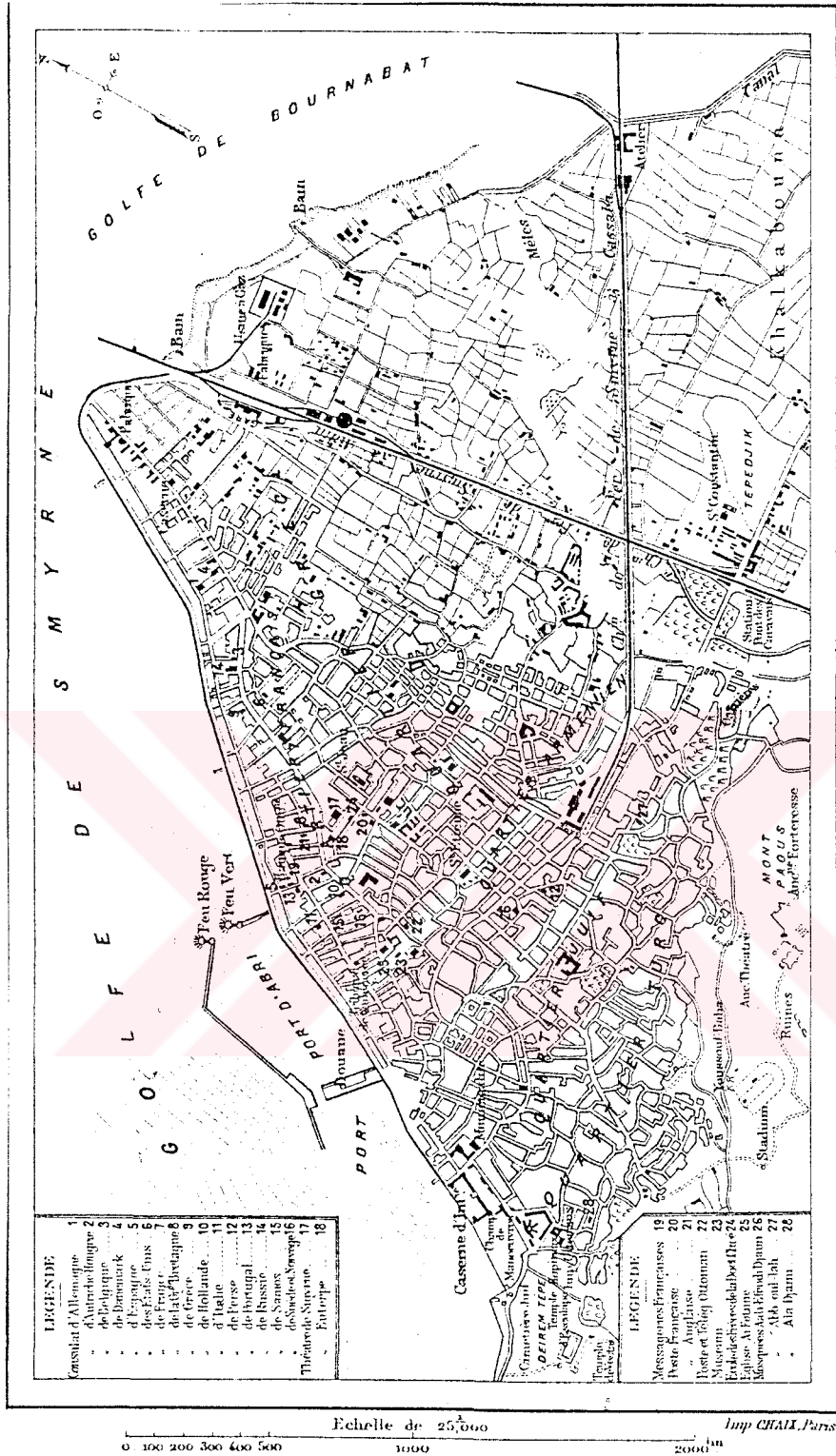


Figure 108 Izmir in the second half of the 19th Century (Georgiades, 1885, p.93)



a



b

Figure 109 The coastal line of Izmir
a. Izmir port
b. A view from Kordonboyu



Figure 110 The traditional trade center Kemeralti from an old postcard

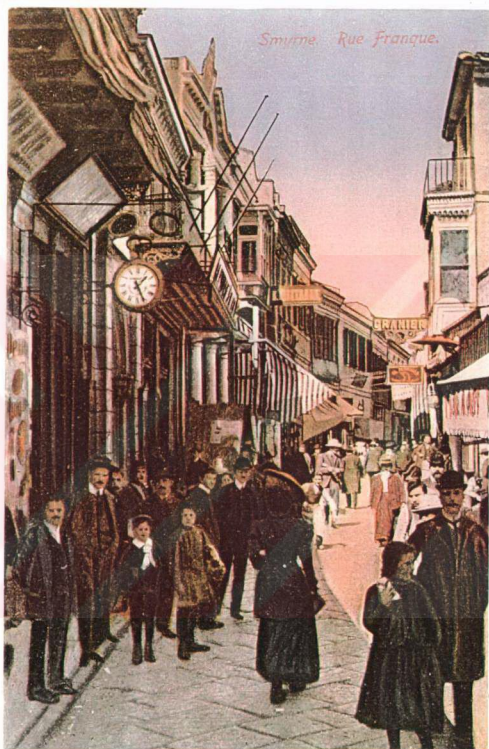


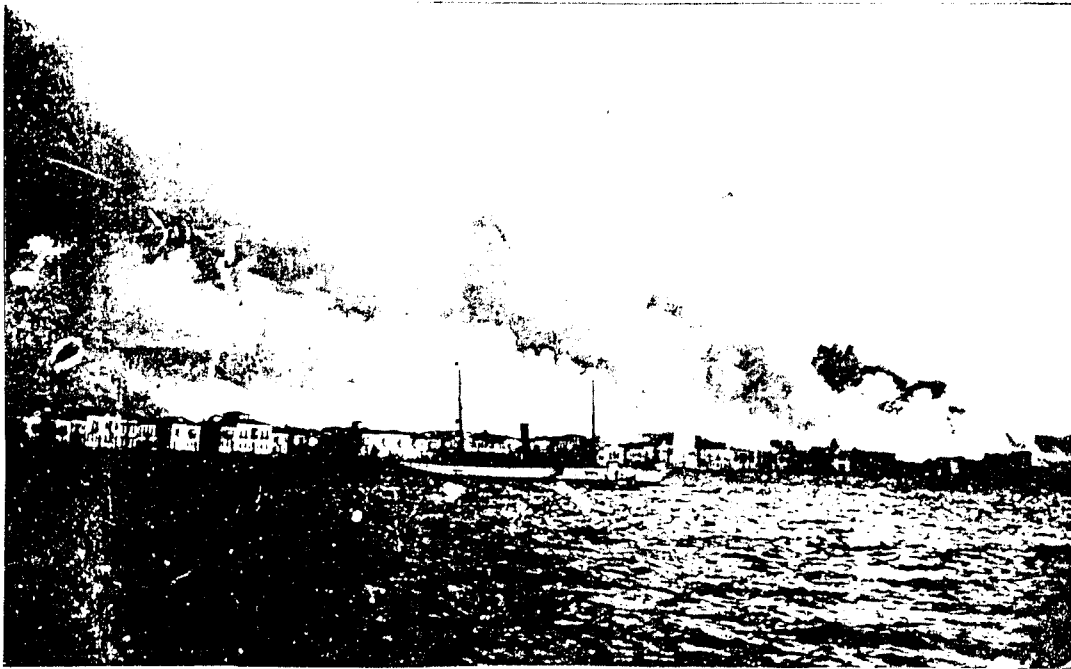
Figure 111 Frank Street from an old postcard



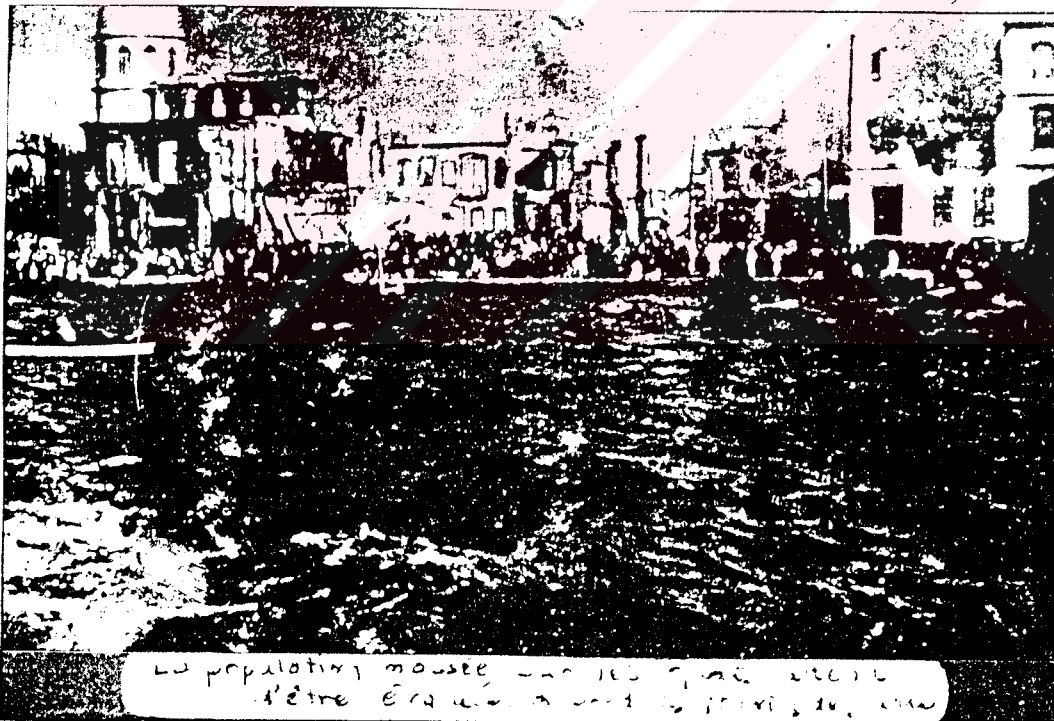
Figure 112 A view from Izmir and Sarıkışla on the front



Figure 113 The Clock Tower and Government Mansion



a



b

Figure 114 a., b. Views from the Izmir fire
(Parlak, 1983, pp. 471-478)



Figure 115 International Fair of Izmir and the renewed city of Izmir

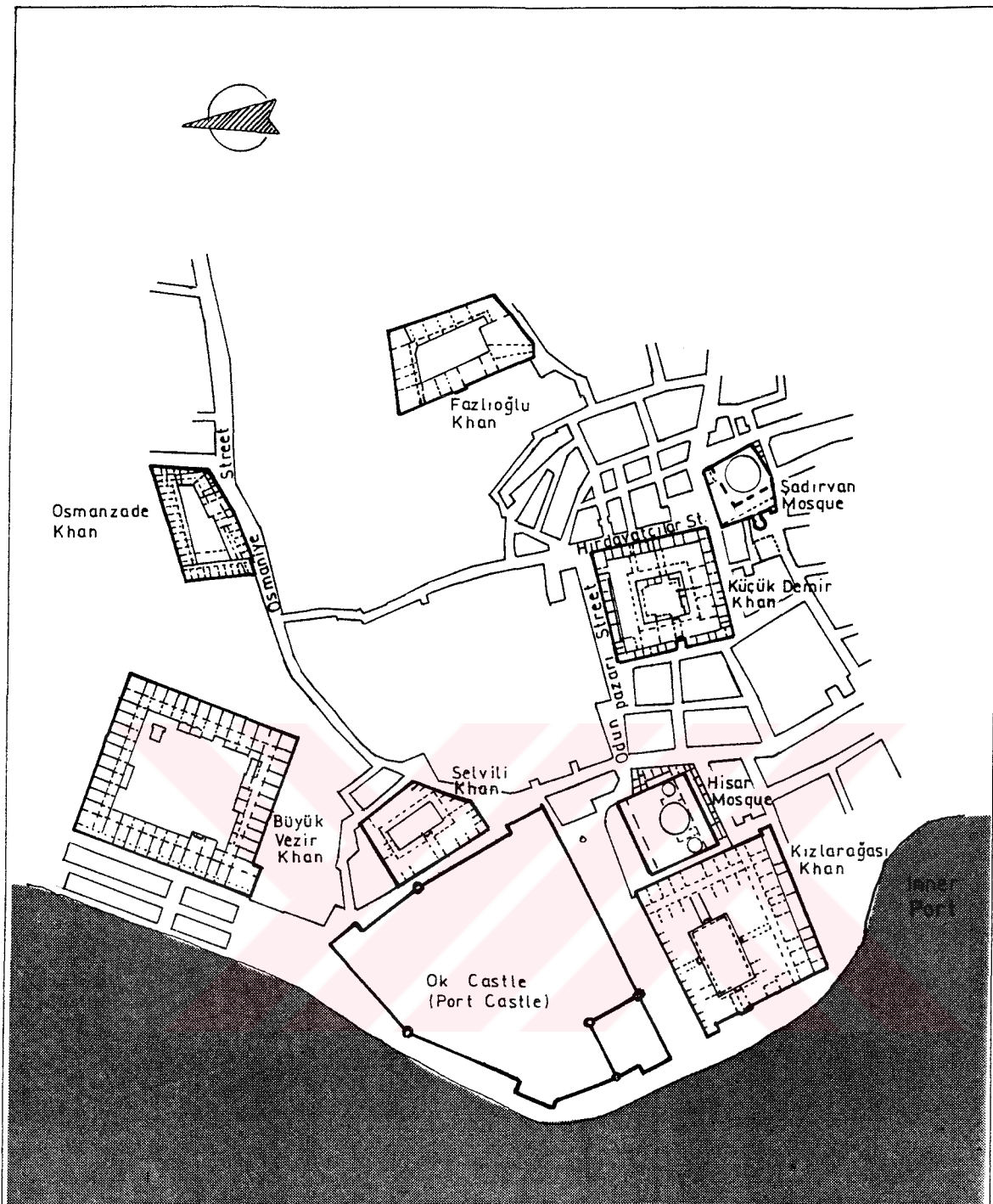
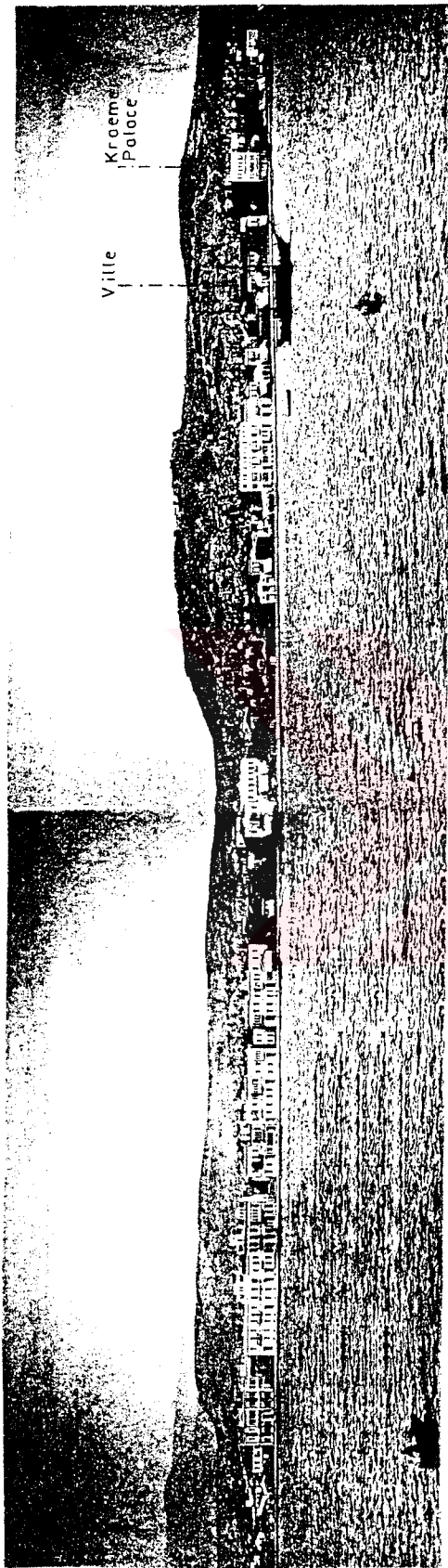


Figure 116 A section from the trade center developed around the inner-bay in the First Period and some khans



Figure 117 The coastal line in the Second Period and the hotels of Kordonboyu (Goad, 1905, by the unified analysis of 2nd, 3rd, 4th, and 5th maps of Plan d'Assurance de Smyrne)



a



b

Figure 118 Hotels of Kordonboyu from the photographs showing the coastal line in the Second Period
a. View of 1895
b. View of 1905
(Abit (Ed.), 1997, p.56-57, 72-73)

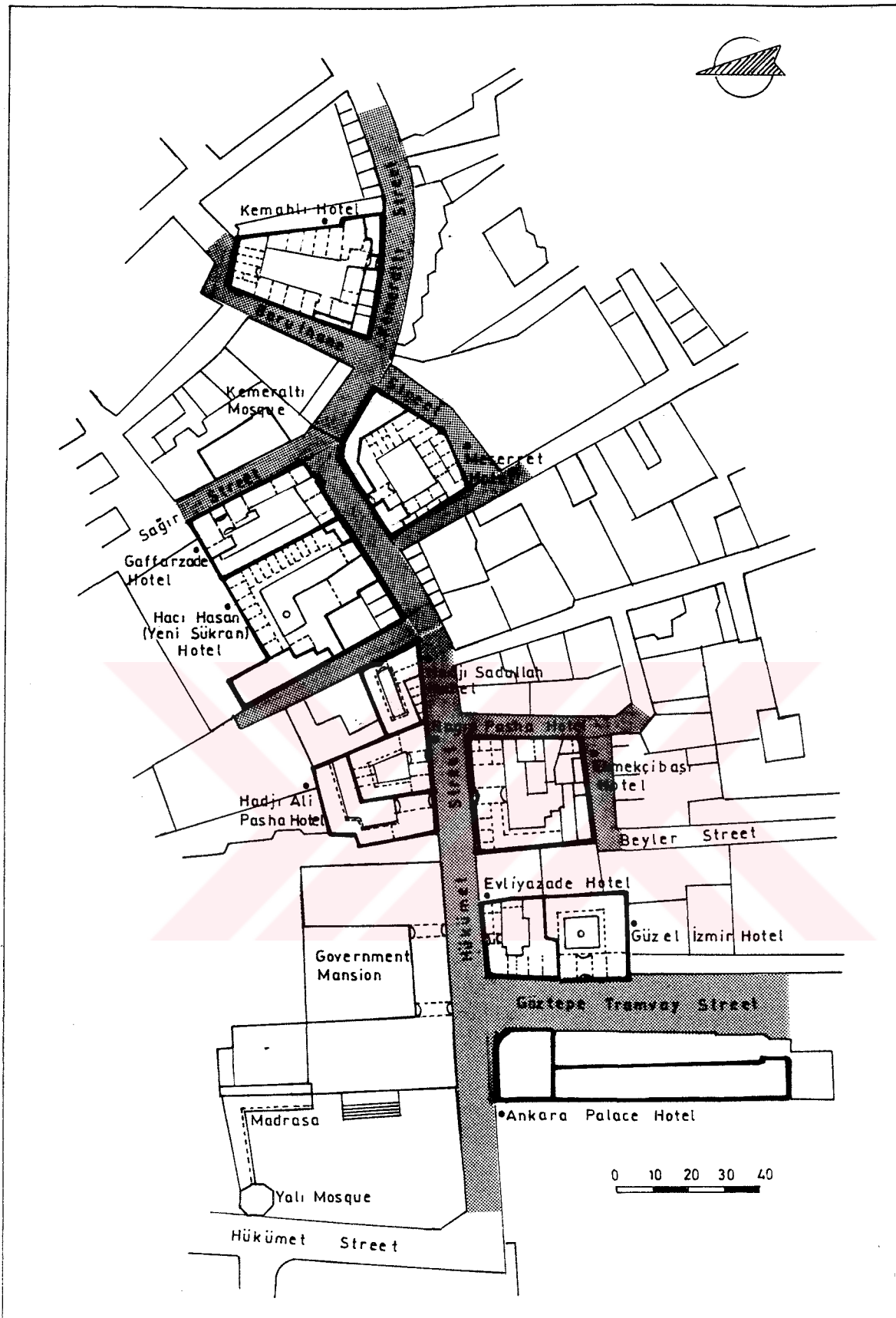
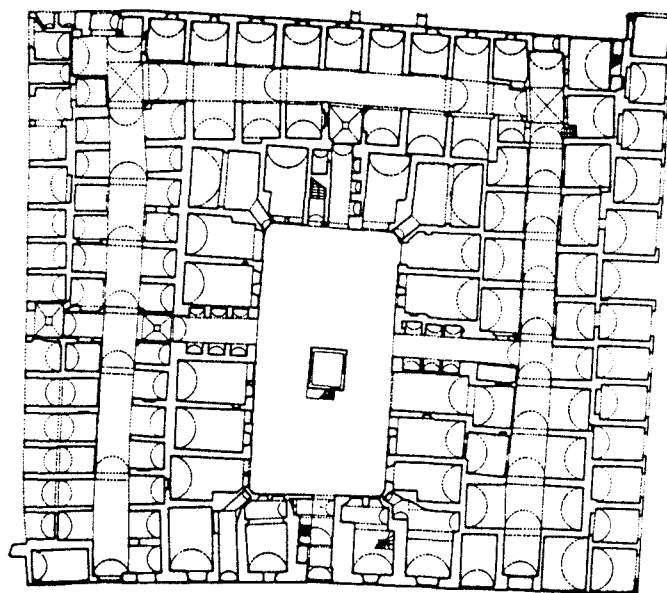
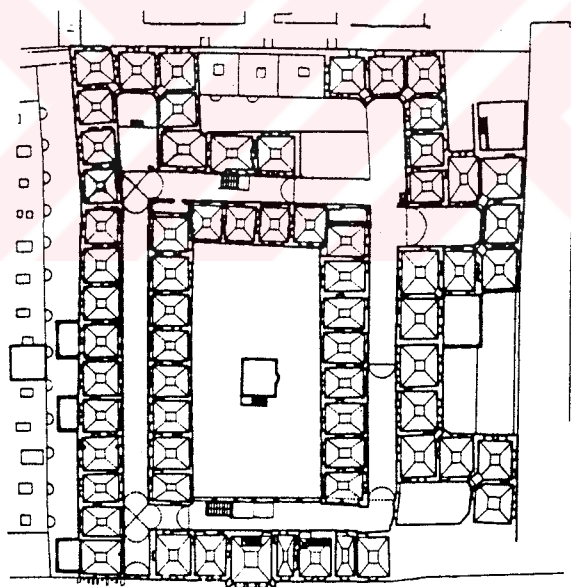


Figure 119 Hotels located around Hükümet Street and its environs in the Second Period



a



b

0 1 2 3 4 5 10 m.

Figure 121 Kızlarağası Khan (First Period)
 a. Ground Floor Plan
 b. First Floor Plan
 (Ersoy, 1991, p.25, fig.16-17)



Figure 122 Kızlarağası Khan, a view from the 871st street



Figure 123 Kızlarağası Khan, a view from the courtyard



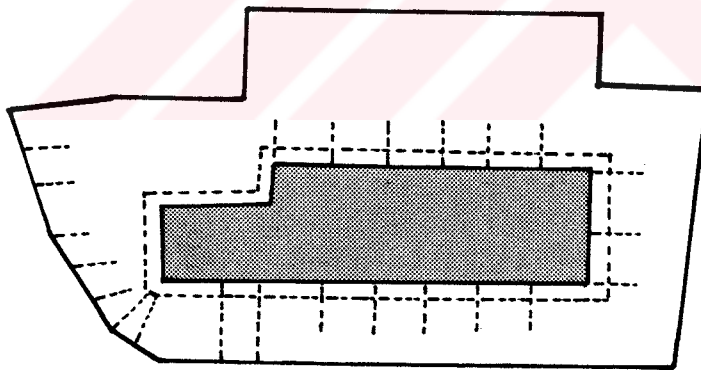
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10' 5' 0 50' 100' 150' 200'

ECHELLE - 1:600

10 20 30 40 50 60 70

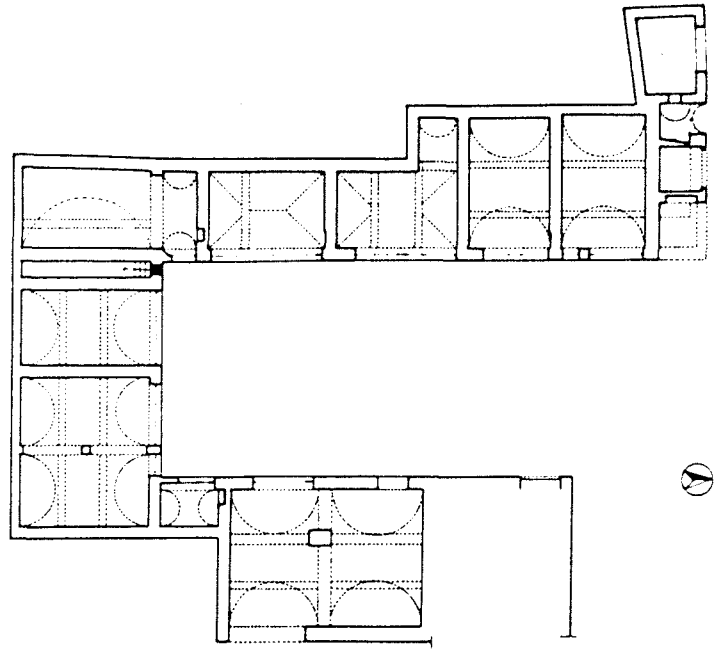
a



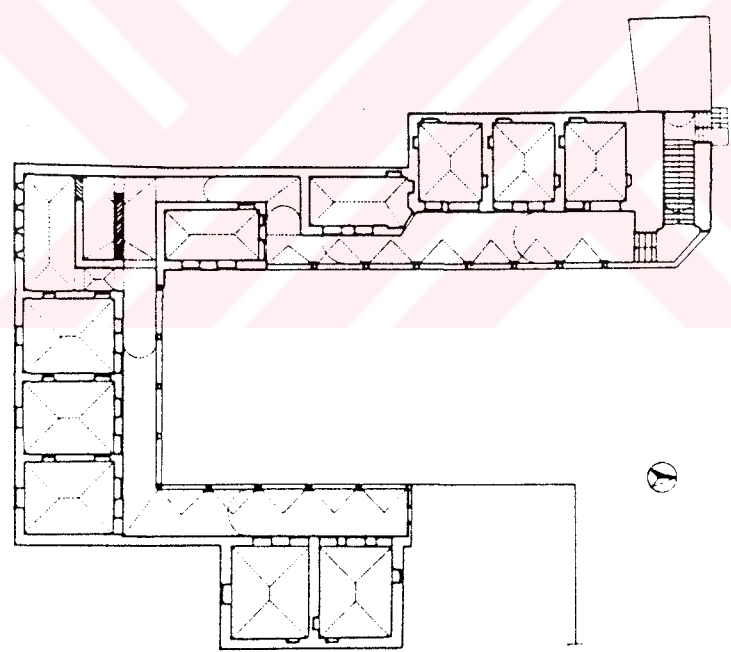
b

0 5 10 m.

Figure 124 Büyük Karaosmanoğlu Khan (First Period), the original situation
 a. Site plan
 b. Plan scheme (re-drawing from Plan d'Assurance de Smyrne)
 (Goad, 1905, map 10)



a



b

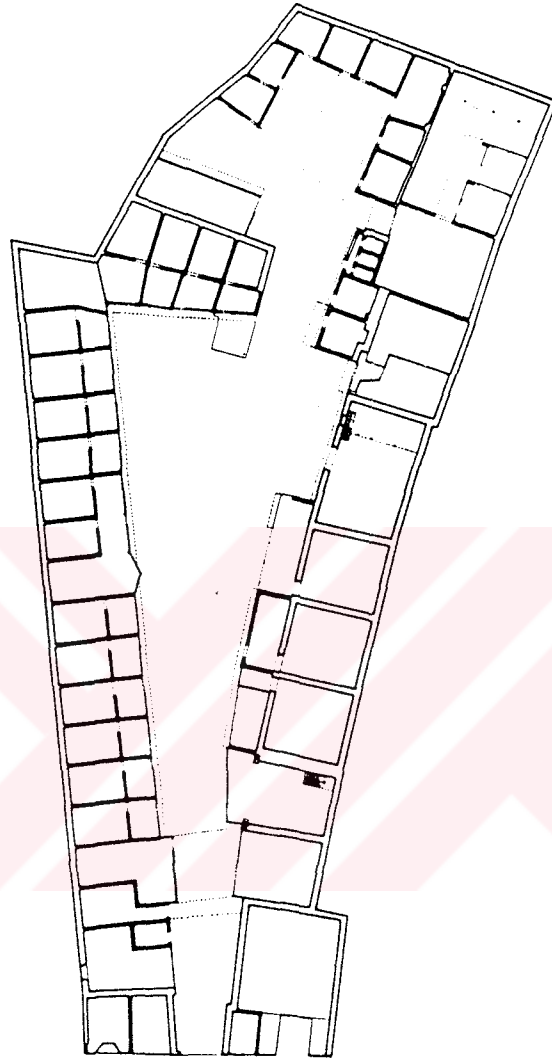
Figure 125 Büyük Karaosmanoğlu Khan, the current situation
a. Ground floor plan
b. First Floor Plan
(Ersoy, 1991, p.28, fig.29-30)



Figure 126 Büyük Karaosmanoğlu Khan, a view from Fevzipasha Boulevard



Figure 127 Büyük Karaosmanoğlu Khan, a view from the courtyard



0 5 10 20

Figure 128 Piyaleoğlu Khan (First Period), ground floor plan
(directly from the Archive of the General Directorate of Ancient
Monuments and Museums, Ersoy, 1991, s.109, picture 96)

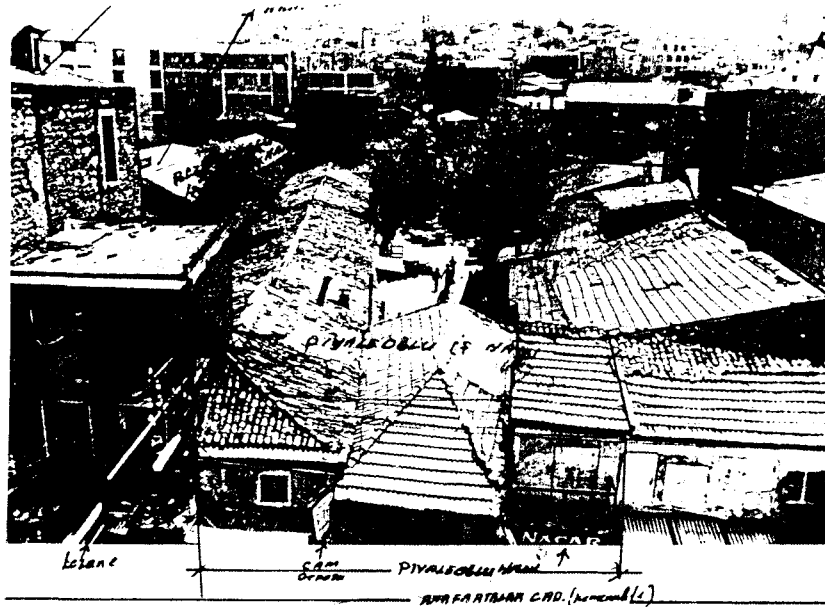
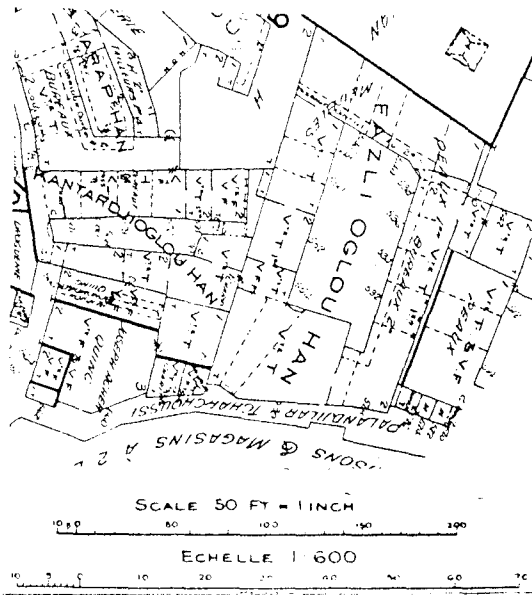
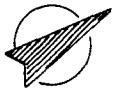


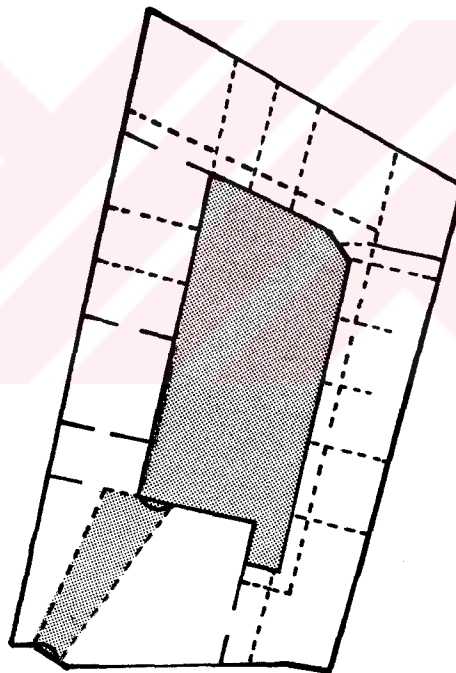
Figure 129 Piyaleoğlu Khan, a general view
 (directly from the archive of the General Directorate of Ancient
 Monuments and Museums, Ersoy, 1991, picture 147)



Figure 130 Piyaleoğlu Khan, a view from the courtyard
 (directly from the Archive of the General Directorate of Ancient
 Monuments and Museums, Ersoy, 1991, picture 149)



a



b

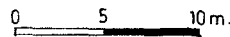


Figure 131 Fazlıoğlu Khan (First Period), the original situation
a. Site Plan
b. Plan scheme (re-drawing from Plan d'Assurance de Smyrne)
(Goad, 1905, map 10)

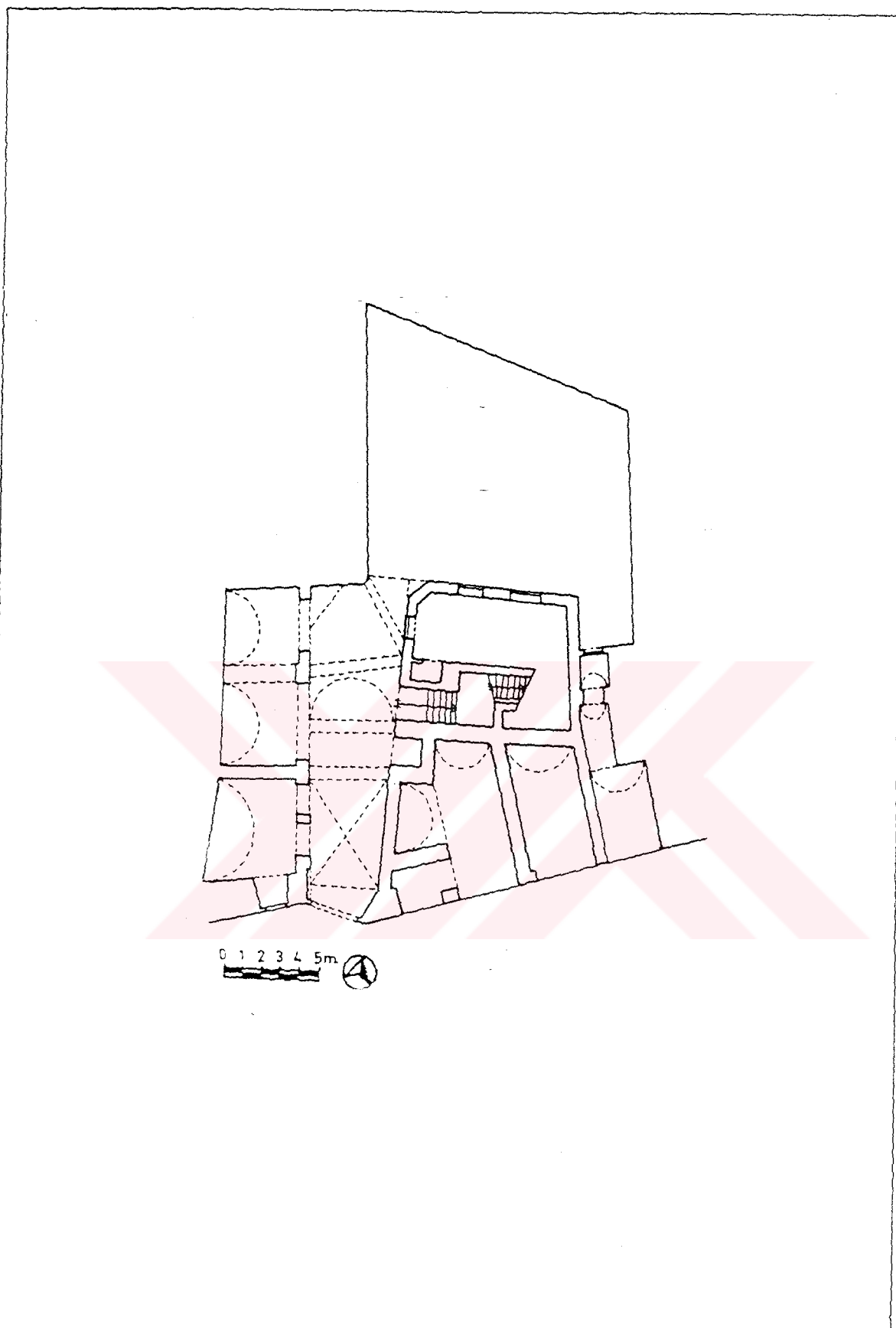


Figure 132 Fazlhoğlu Khan, ground floor plan, the current situation
(Ersoy, 1991, p.14, fg.5)



Figure 133 Fazlıoğlu Khan, the entrance facade

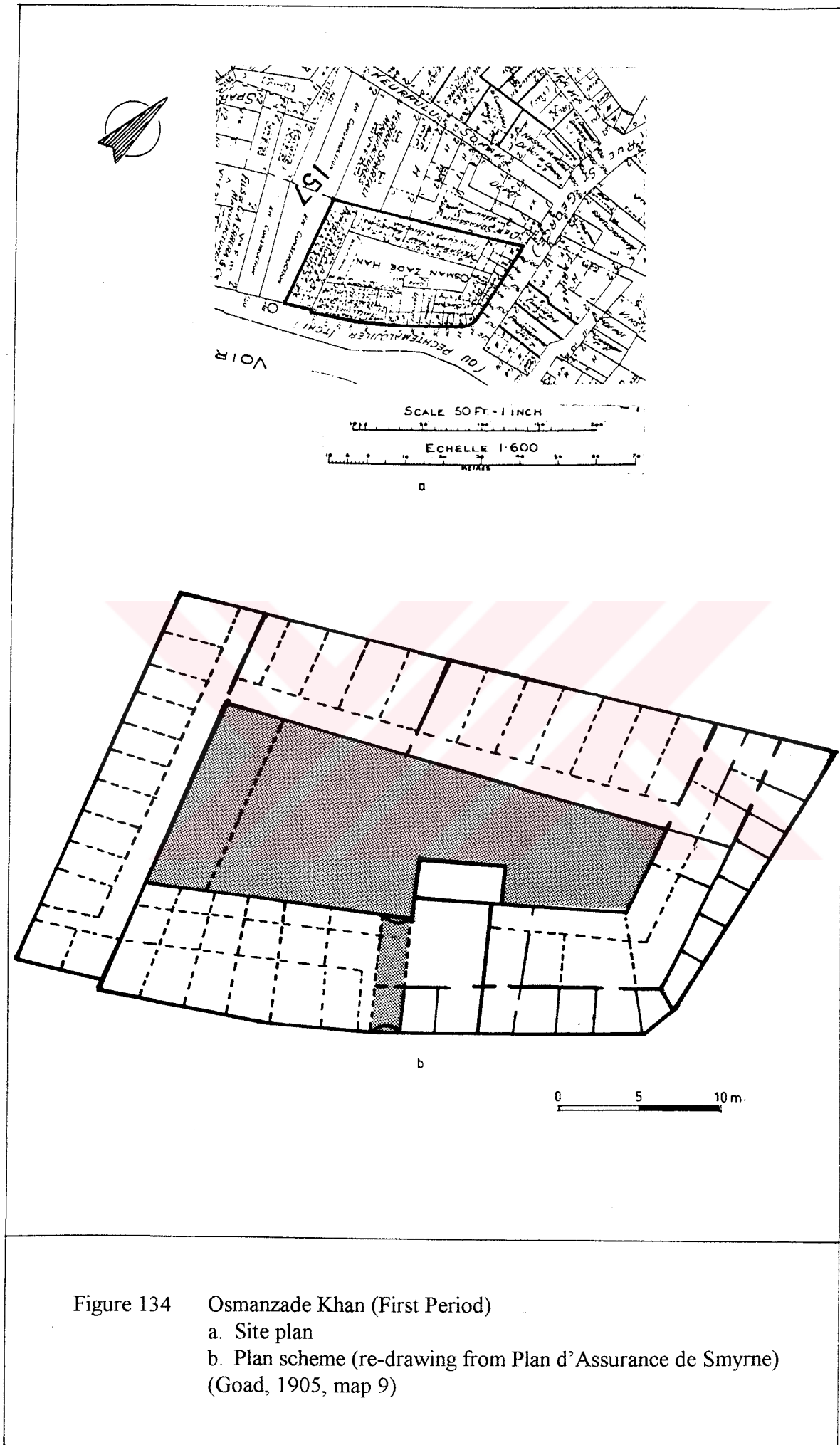


Figure 134 Osmanzade Khan (First Period)
 a. Site plan
 b. Plan scheme (re-drawing from Plan d'Assurance de Smyrne)
 (Goad, 1905, map 9)

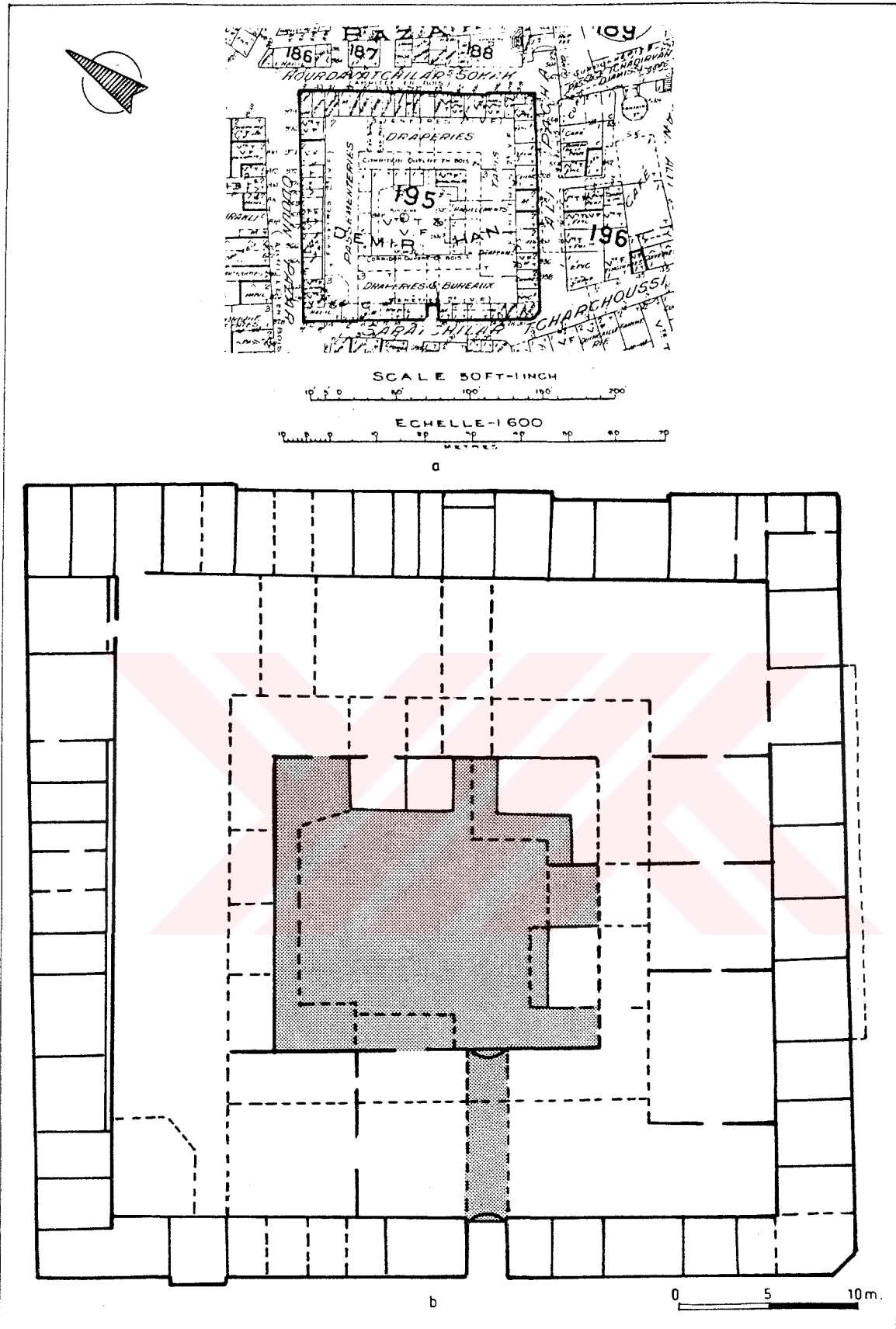


Figure 135 Küçük Demir Khan (First Period), the original situation
 a. Site plan
 b. Plan scheme (re-drawing from Plan d'Assurance de Smyrne)
 (Goad, 1905, map 10)

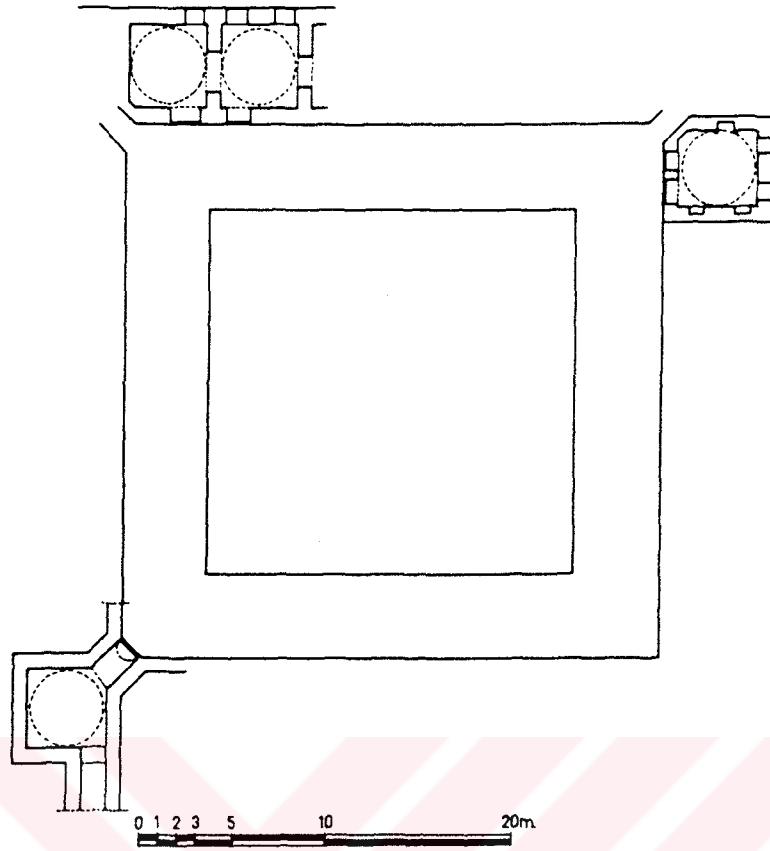


Figure 136 Küçük Demir Khan, first floor plan, the current situation (Ersoy, 1991, p.17, fig.8)



Figure 137 Küçük Demir Khan, an elevation

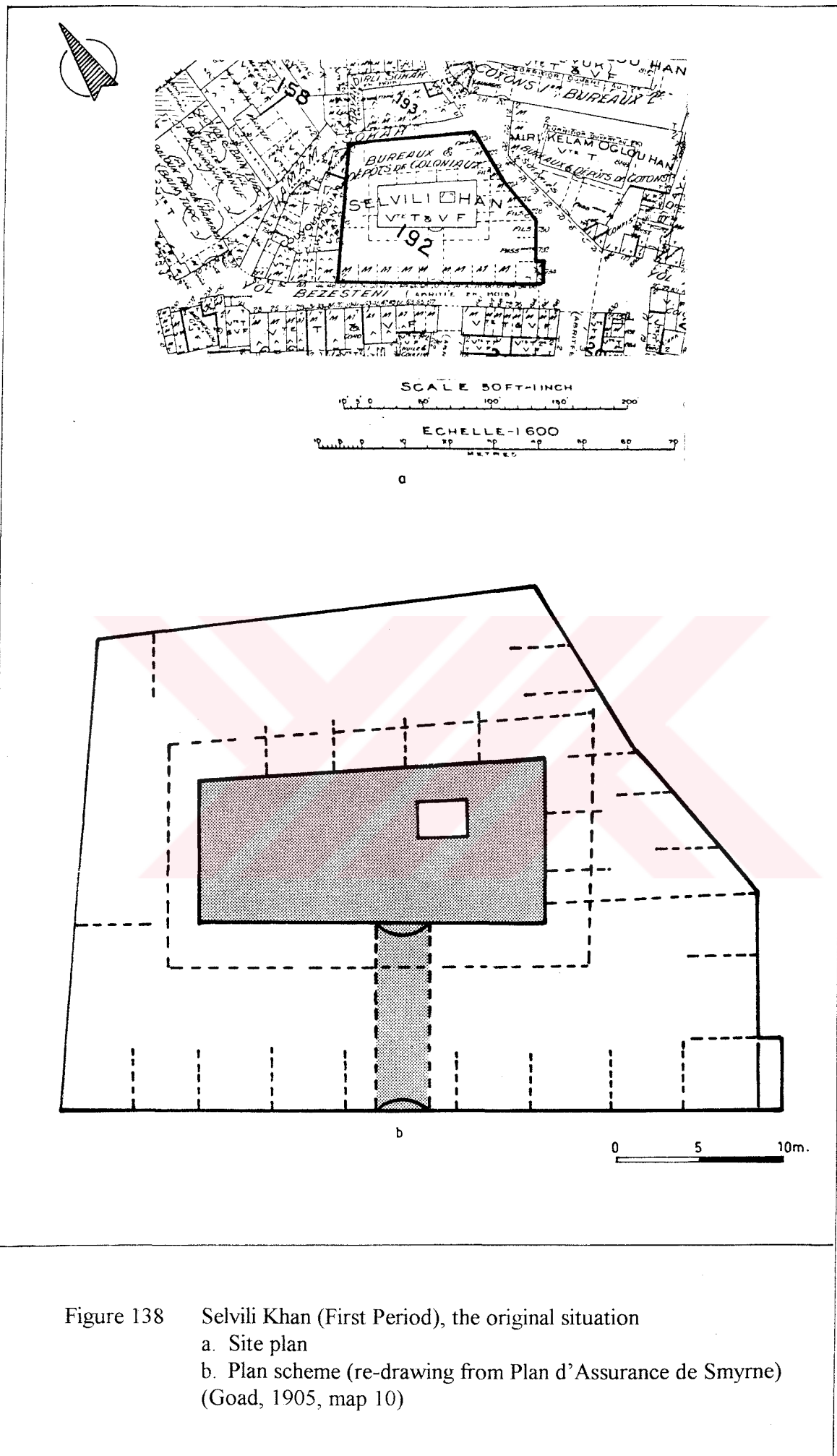
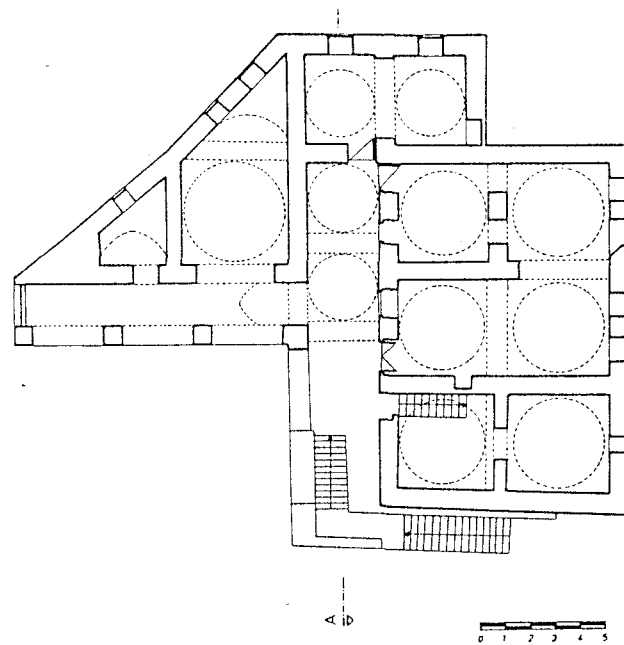


Figure 138 Selvili Khan (First Period), the original situation
 a. Site plan
 b. Plan scheme (re-drawing from Plan d'Assurance de Smyrne)
 (Goad, 1905, map 10)



a



b

Figure 139 Selvili Khan, the current situation
 a. First floor plan
 b. Section (directly from the Archive of the General Directorate of Waqfs)
 (Ersoy, 1991, p.19, sh.10)



Figure 140 Selvili Khan, the view of the south-eastern wing of the courtyard and the stairs from Fevzipasha Boulevard



Figure 141 Selvili Khan, another view from Fevzipasha Boulevard

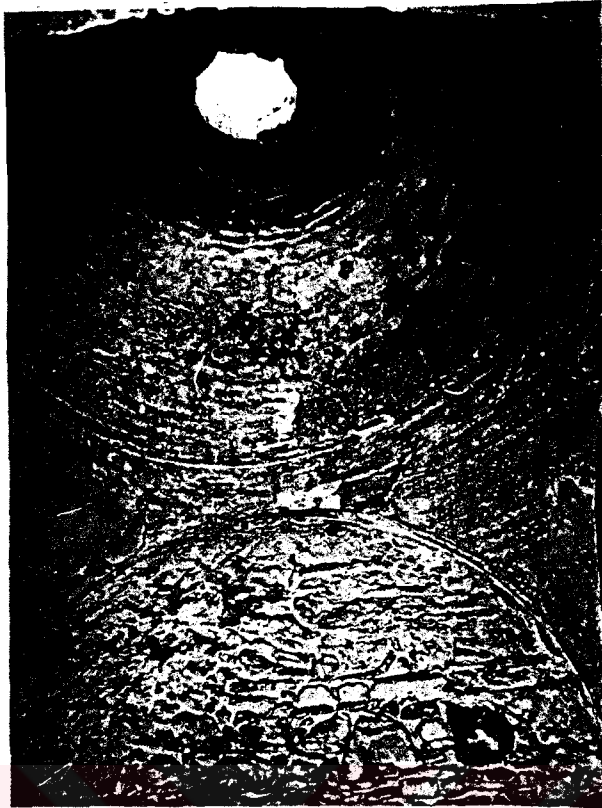
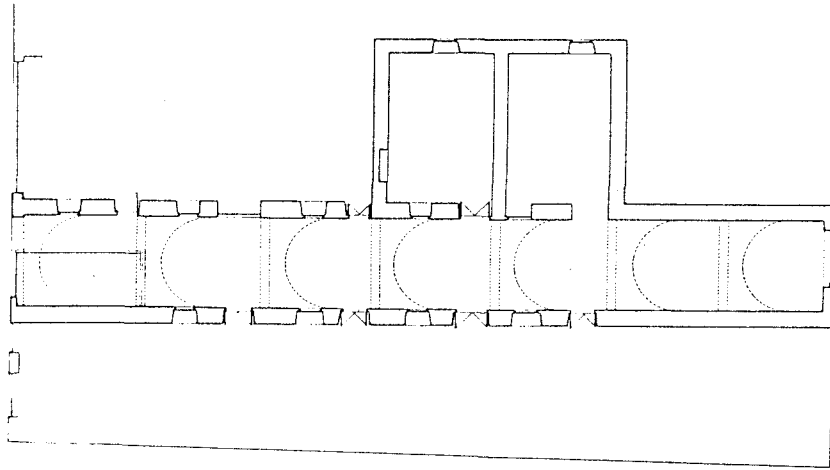


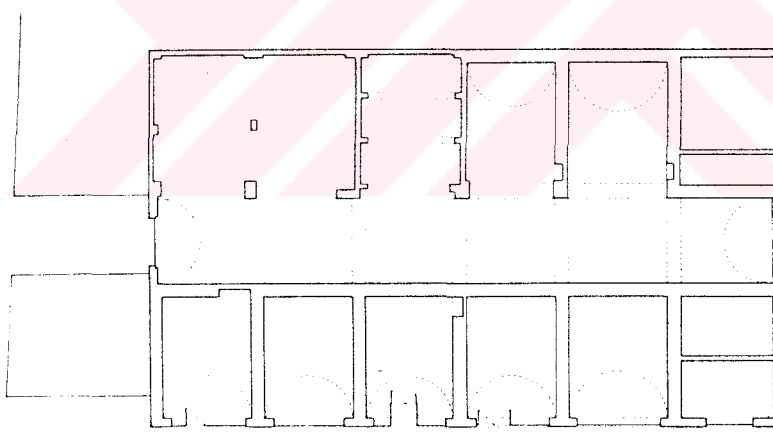
Figure 142 Selvili Khan, the dome and pendentives



Figure 143 Selvili Khan, the bearing wall



a



b

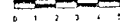


Figure 144 Passaged Trade Khans in the period between the end of the 18th Century and the beginning of the 19th Century
 a. Abdurrahman Khan
 b. Esir Khan
 (Çakar, 1986, p.125, 136, fig.28, 32)

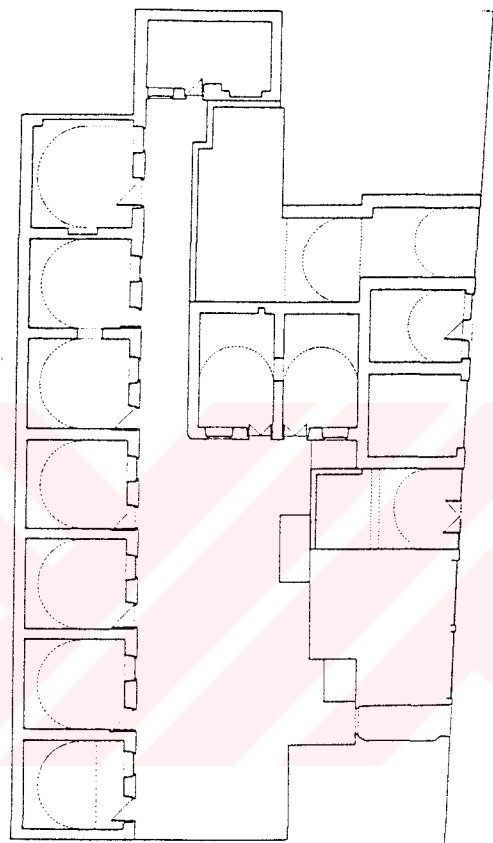


Figure 145 Sulu Khan (First Period), ground floor plan
(Çakar, 1986, p.58, fig.2)

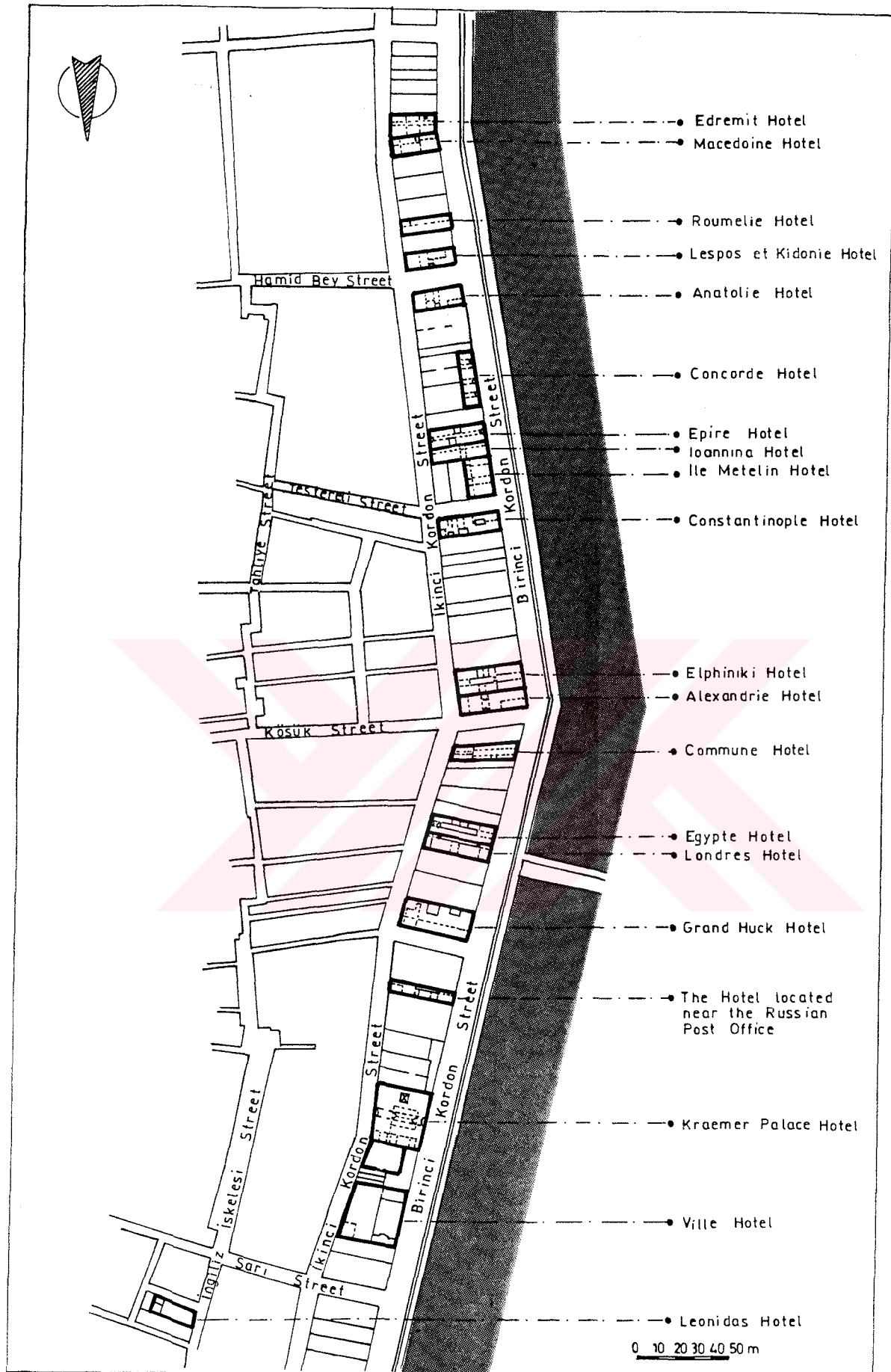


Figure 146 The distribution of hotels along Kordonboyu and its environs

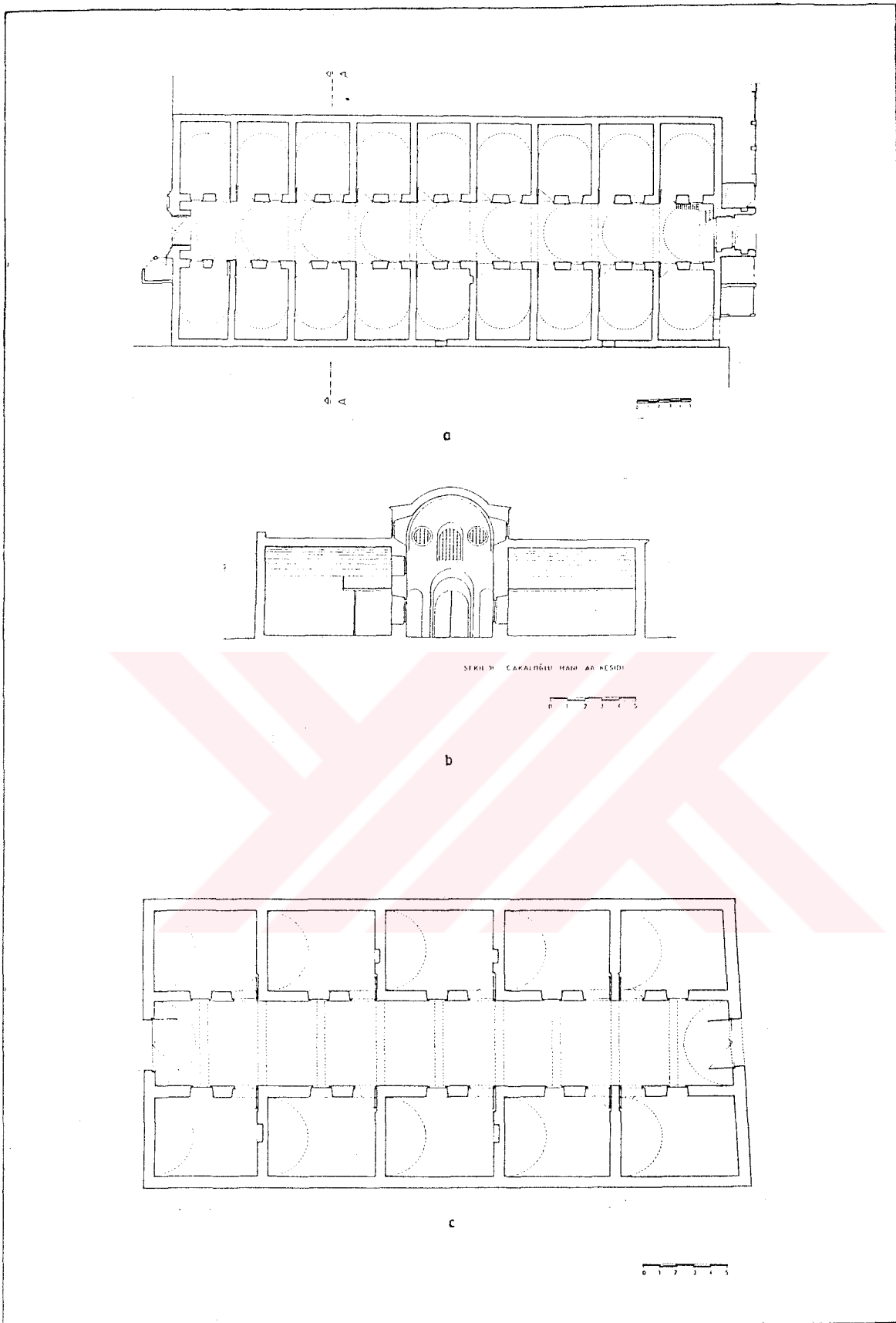


Figure 148 Passaged trade khans of the Second Period
 a., b. Çakaloğlu Khan, plan and section
 c. Musevit Khan, plan
 (Çakar, 1986, p.128, 131, 139, fig. 29, 31, 33)

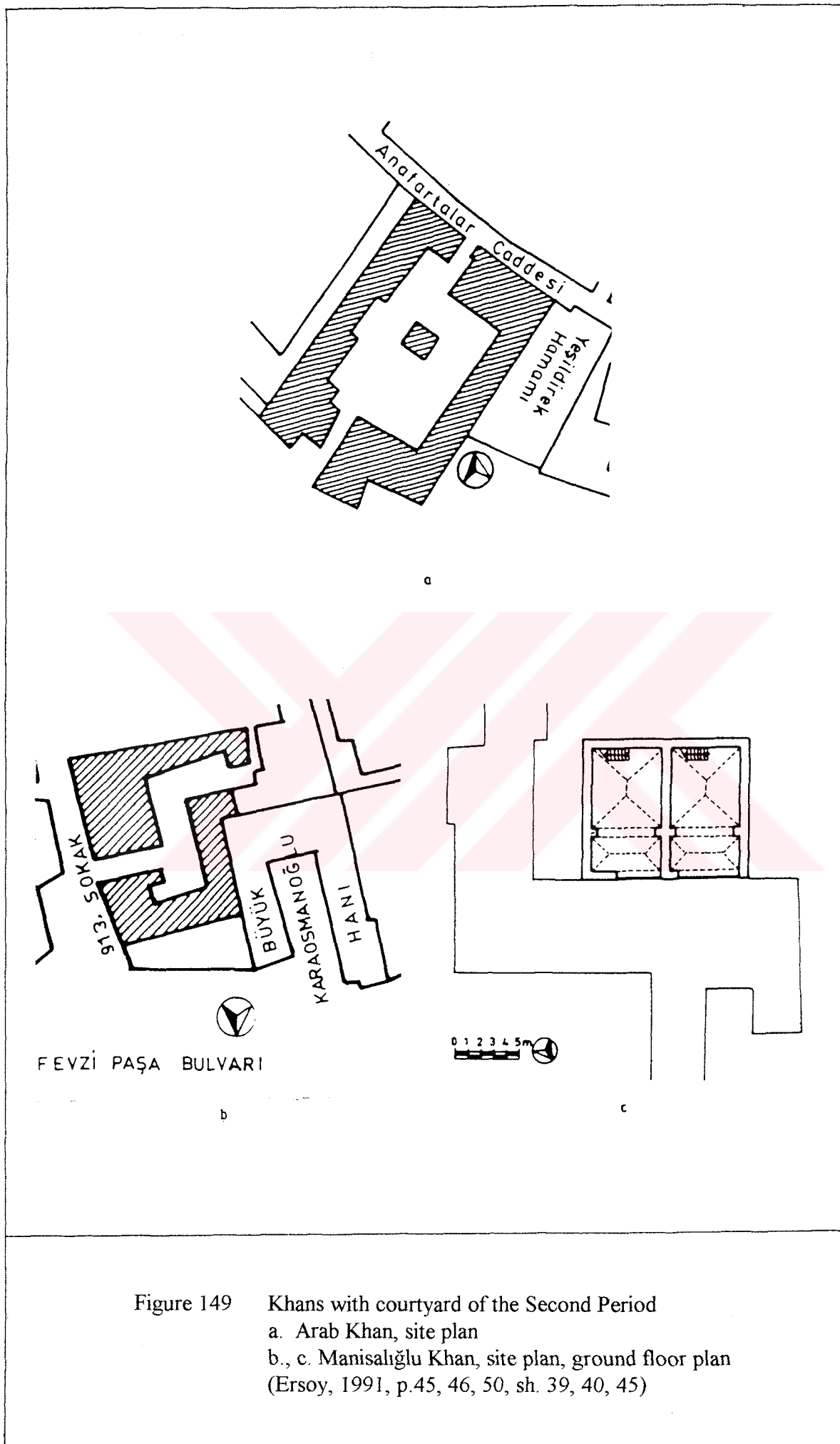


Figure 149 Khans with courtyard of the Second Period
 a. Arab Khan, site plan
 b., c. Manisalıǵlu Khan, site plan, ground floor plan
 (Ersoy, 1991, p.45, 46, 50, sh. 39, 40, 45)

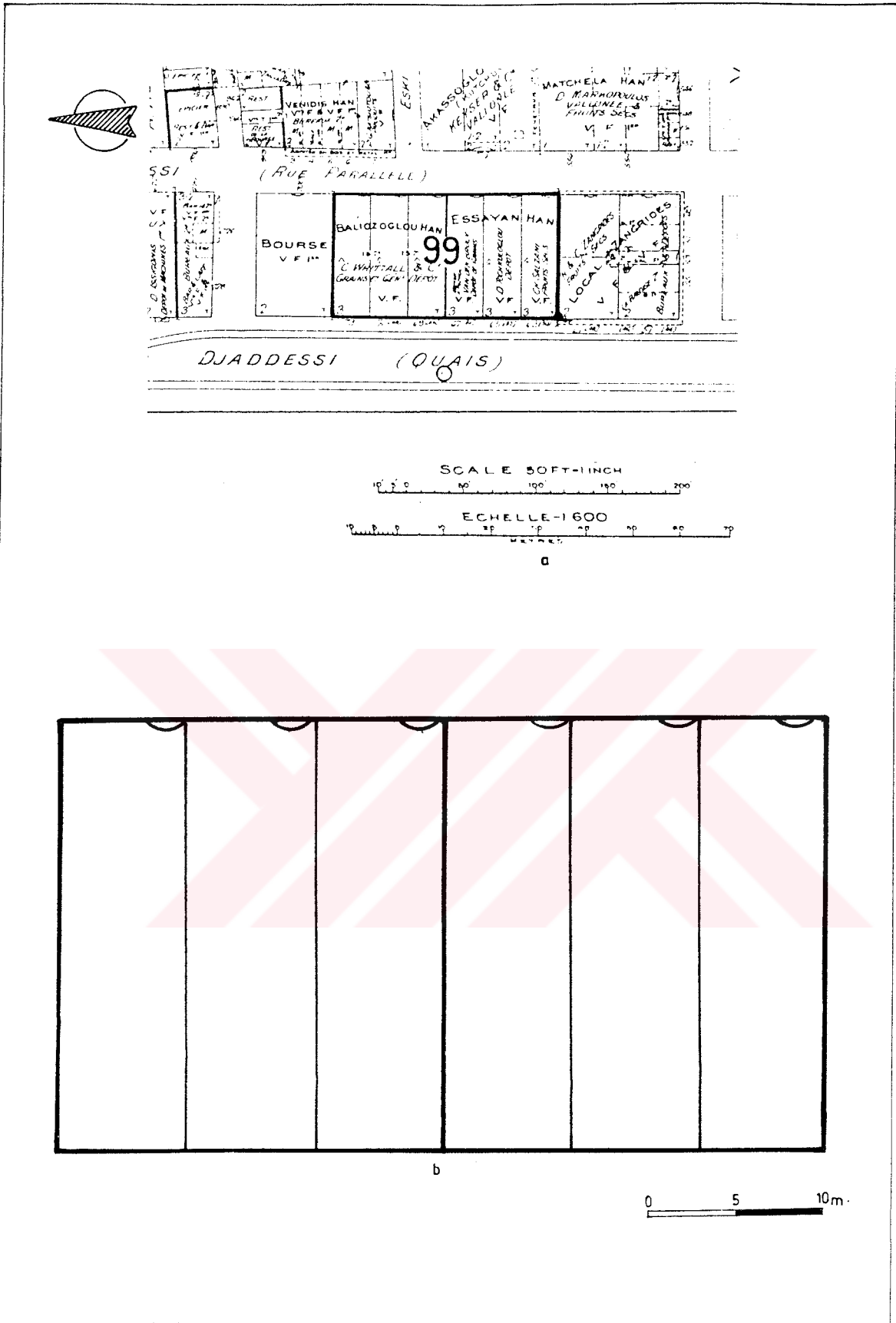


Figure 150 Warehouse Khans of the Second Period, Balyozoğlu and Essayan Khan
 a. Site plan
 b. Plan schemes (re-drawing from Plan d'Assurance de Smyrne)
 (Goad, 1905, map 5)



Figure 151 The Early Kemeraltı Hotels
 (Goad, 1905, obtained by the integration of maps numbered 7 and 11
 in the Plan d'Assurance de Smyrne)

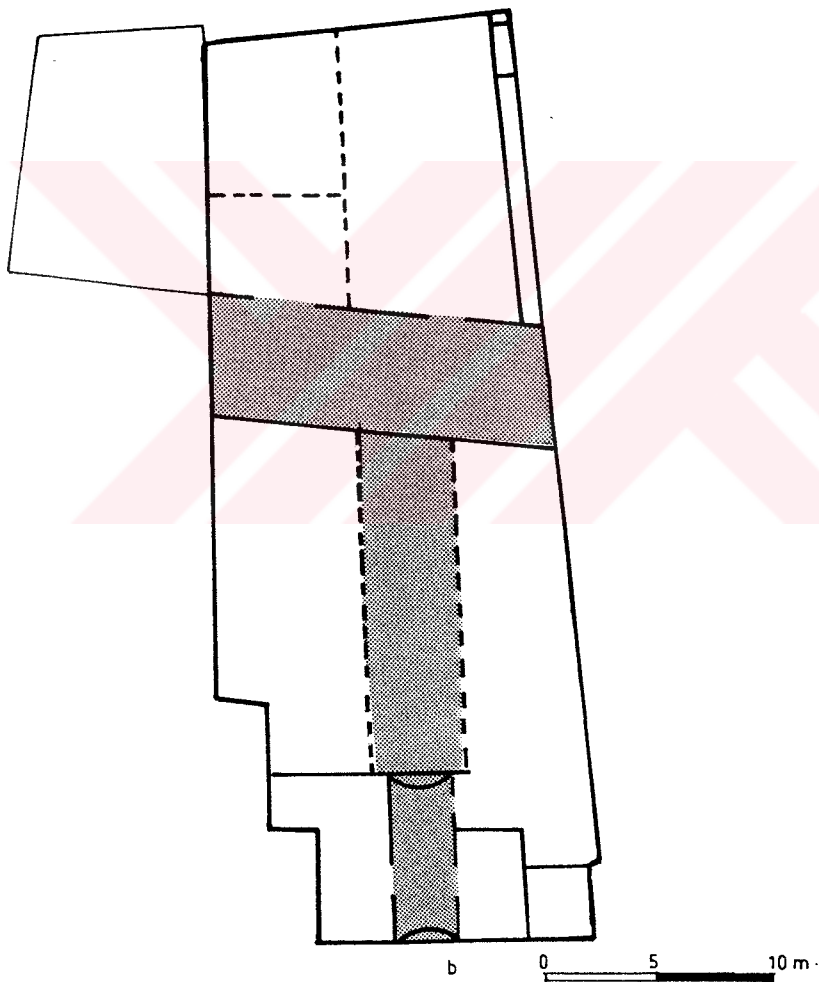
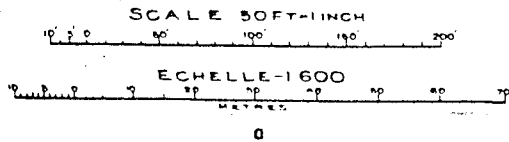
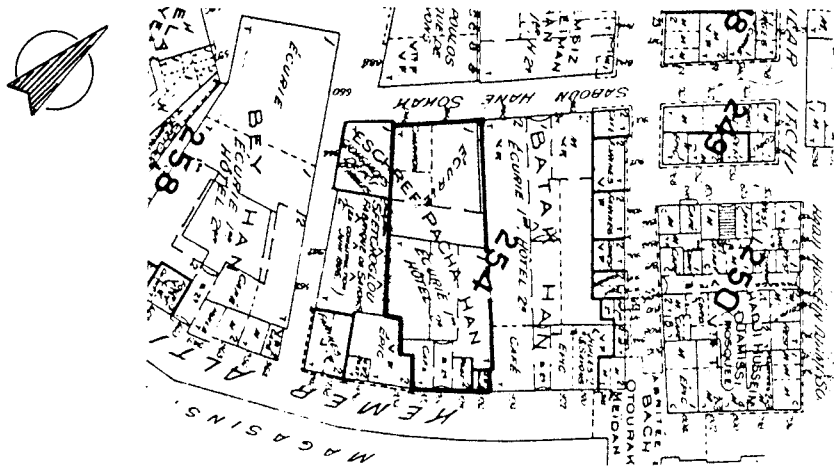


Figure 153 Eşrefpasha Khan (Second Period, Early Kemeraltı Hotel)
 a. Site plan
 b. Plan scheme (re-drawing from Plan d'Assurance de Smyrne)
 (Goad, 1905, map 11)

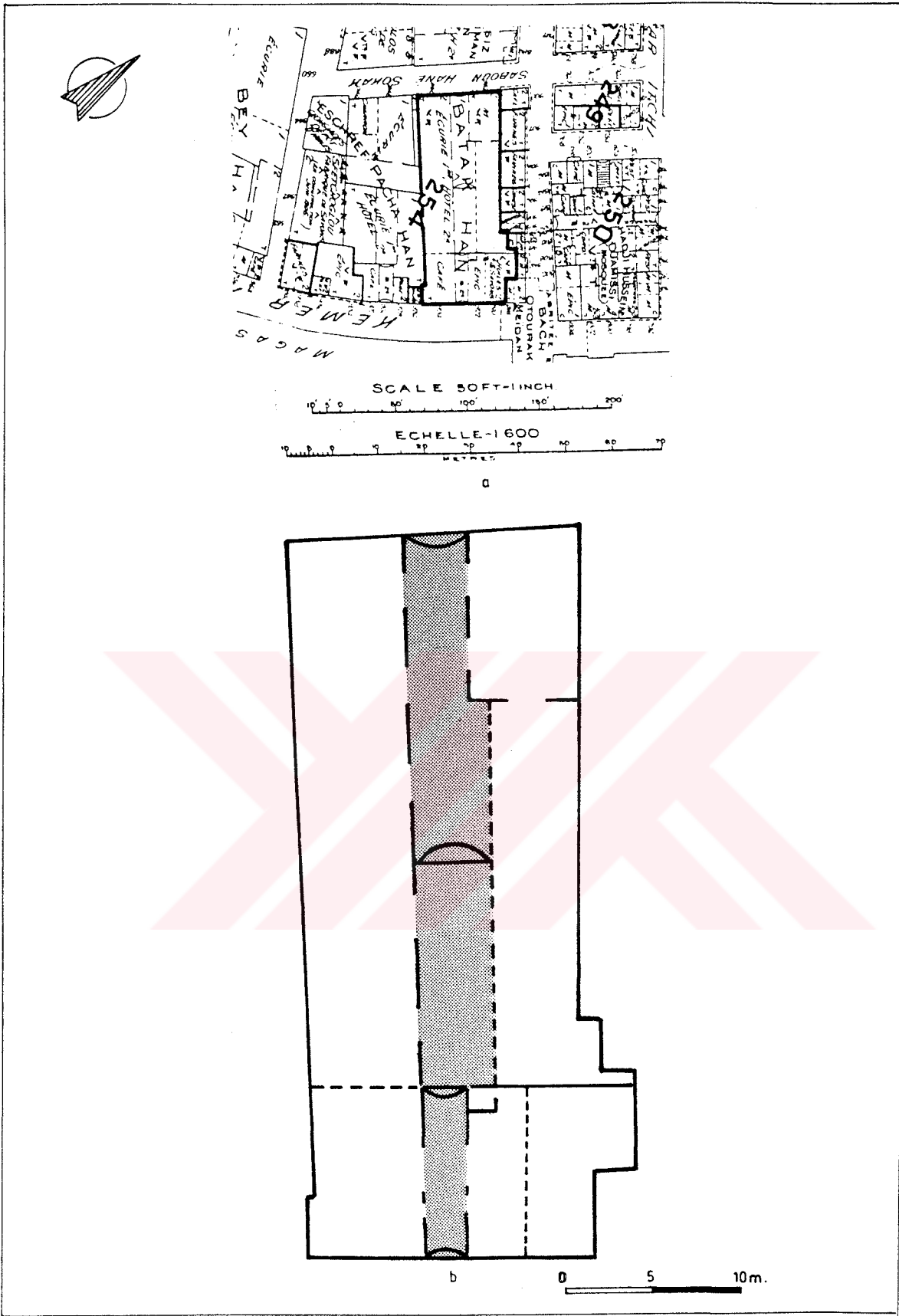


Figure 154 Batak Khan (Second Period, Early Kemeraltı Hotel)
a. Site plan
b. Plan scheme (re-drawing from Plan d'Assurance de Smyrne)
(Goad, 1905, map 11)



Figure 156 Manol Hotel - Buca, a view from the entrance side



Figure 157 Manol Hotel, entrance door

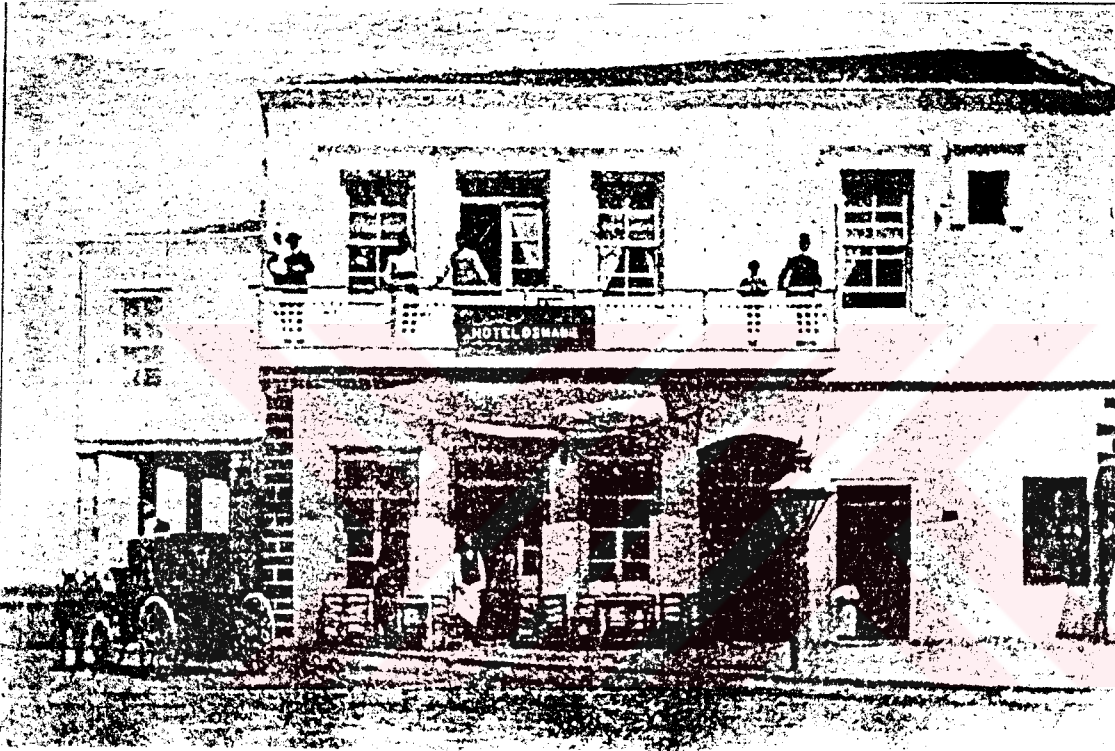
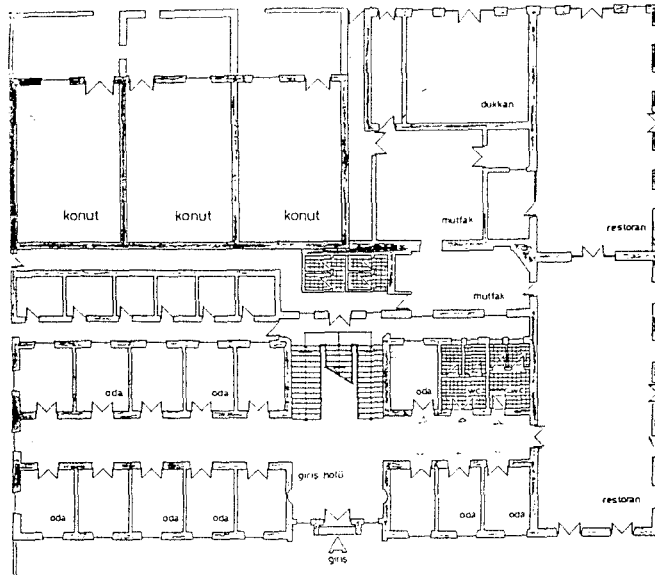
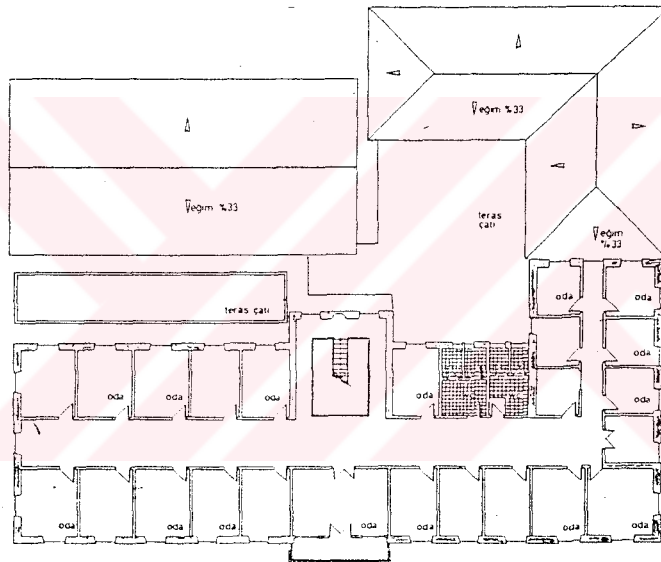


Figure 158 Osmanlı Hotel (Hotel Osmanie)- Çeşme, Ilıca, a view from the entrance side
(Kişi, 1997, p.145, fig.6)



a



b



c

Figure 159 Rasim Palace Hotel - Çeşme, Ilıca
 a. Ground floor plan
 b. First floor plan
 c. Entrance facade (1/500)
 (Archive of F. Tümüöz, 1988)



Figure 160 Rasim Palace Hotel, a view from the entrance side



Figure 161 Rasim Palace Hotel, a view from the sea side



Figure 162 Karabina Hotel - Çeşme, Ilıca, a view from the entrance side



Figure 163 Karabina Hotel - Çeşme, Ilıca, a view from the sea side

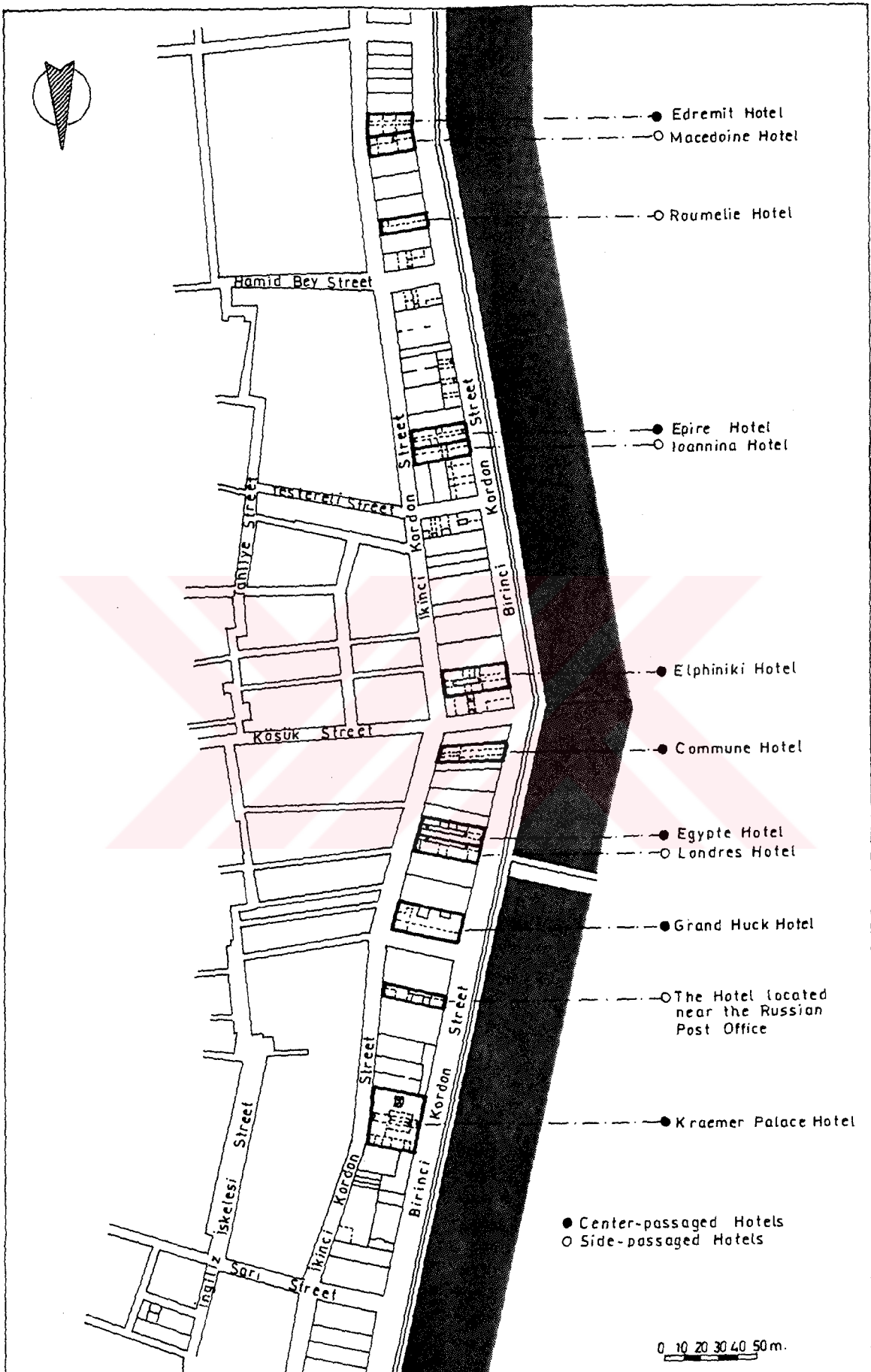


Figure 164 The distribution of passed hotels

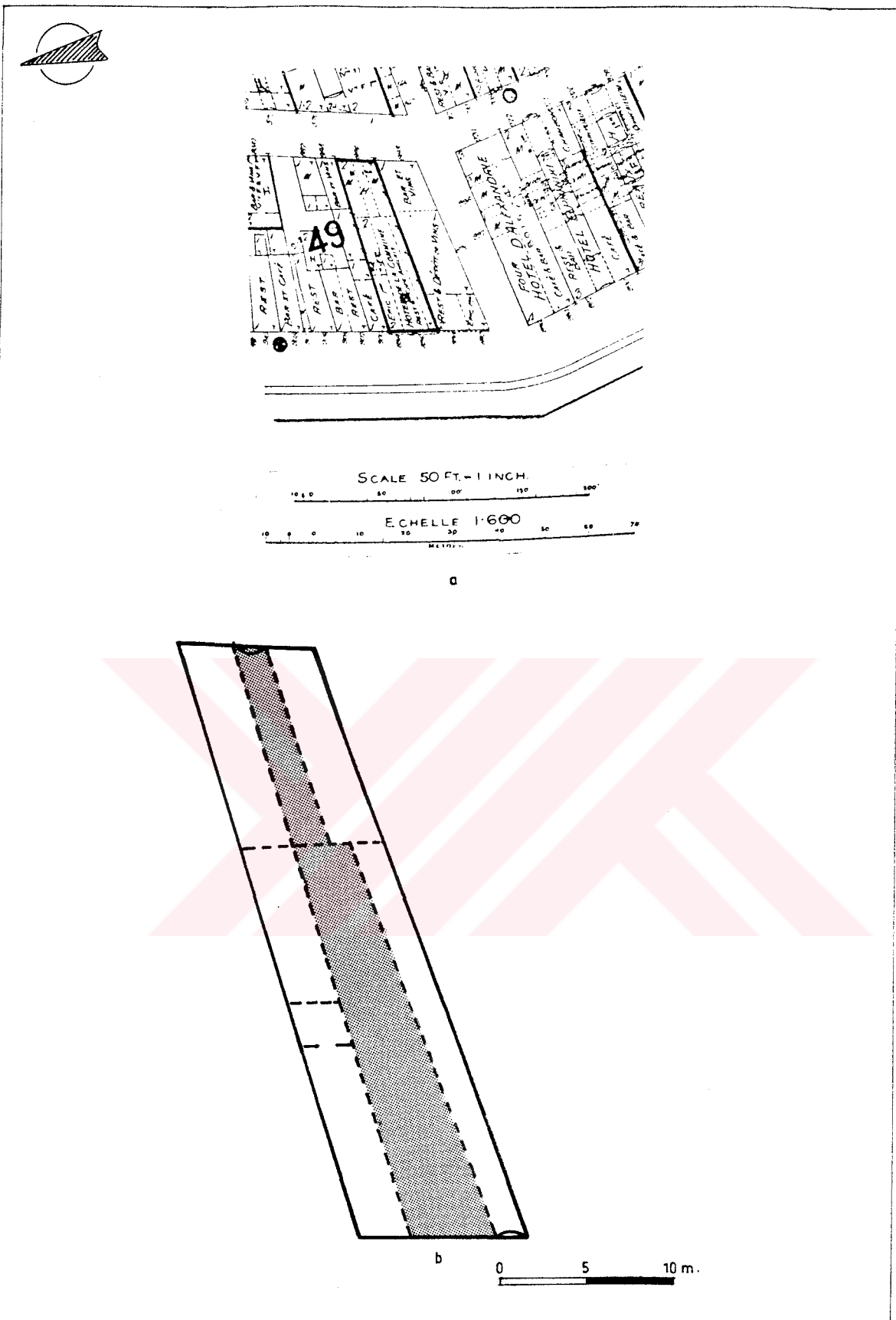
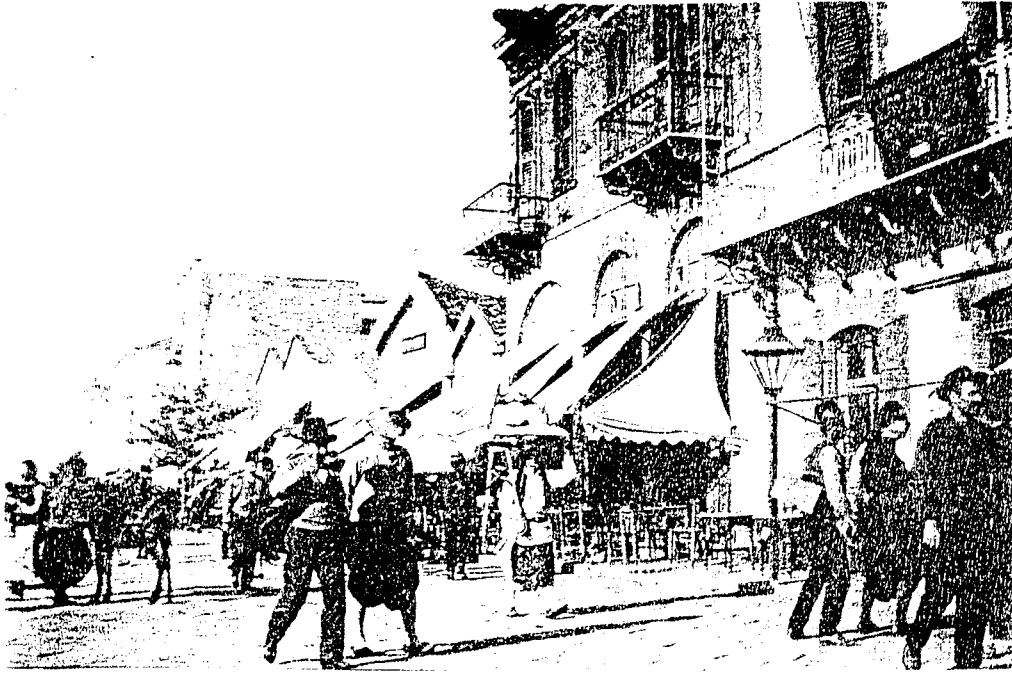


Figure 165 Commune Hotel(Hotel de la Commune)
 a. Site plan
 b. Plan scheme (re-drawing from Plan d'Assurance de Smyrne)
 (Goad, 1905, map 4)



a



b

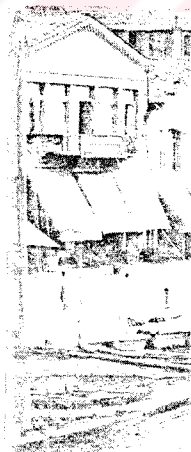
Figure 166 Commune Hotel from a photograph dated at 1895
 a. Hotel and its environs
 b. A photograph showing the hotel in detail
 (Abut, (Ed.), 1997, p.97)



Souvenir de Smyrne

Mouvement du Port

a



b

Figure 167 The renewed Commune Hotel from a postcard dated to the end of the 19th Century and the beginning of the 20th Century
a. Hotel and its environs
b. A photograph showing the hotel in detail

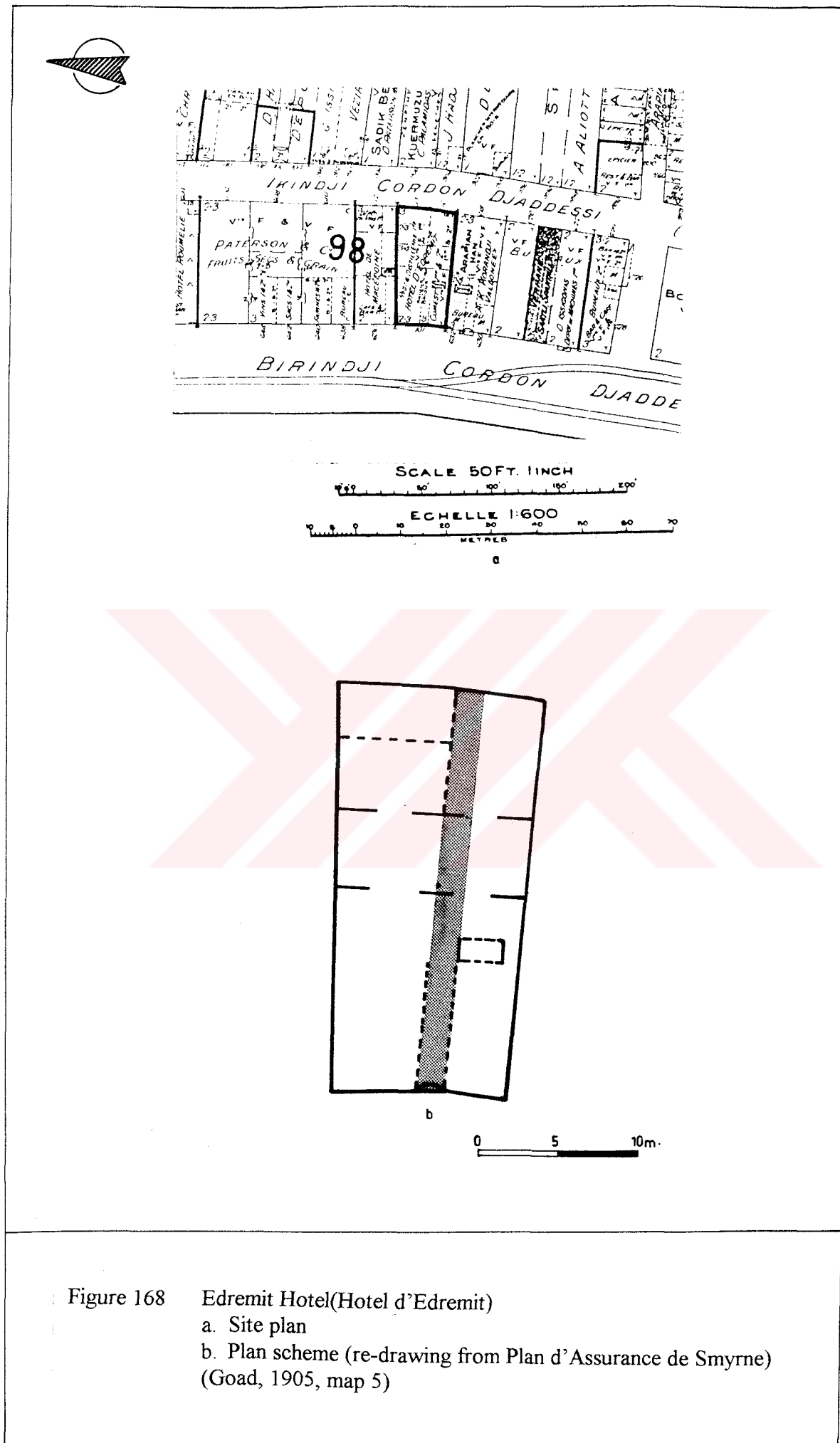
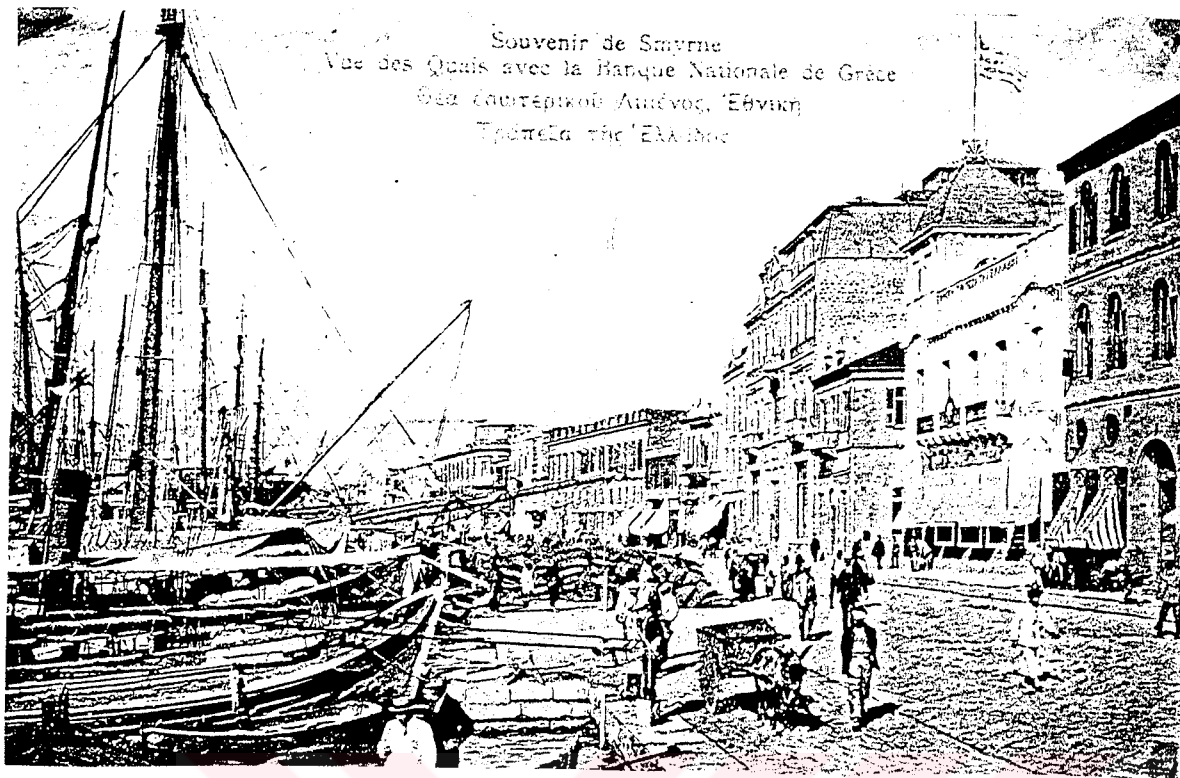


Figure 168 Edremit Hotel (Hotel d'Edremit)
 a. Site plan
 b. Plan scheme (re-drawing from Plan d'Assurance de Smyrne)
 (Goad, 1905, map 5)



b

Figure 169 A postcard showing the Edremit Hotel from a distance
 a. Hotel and its environs
 b. A photograph showing the hotel in detail

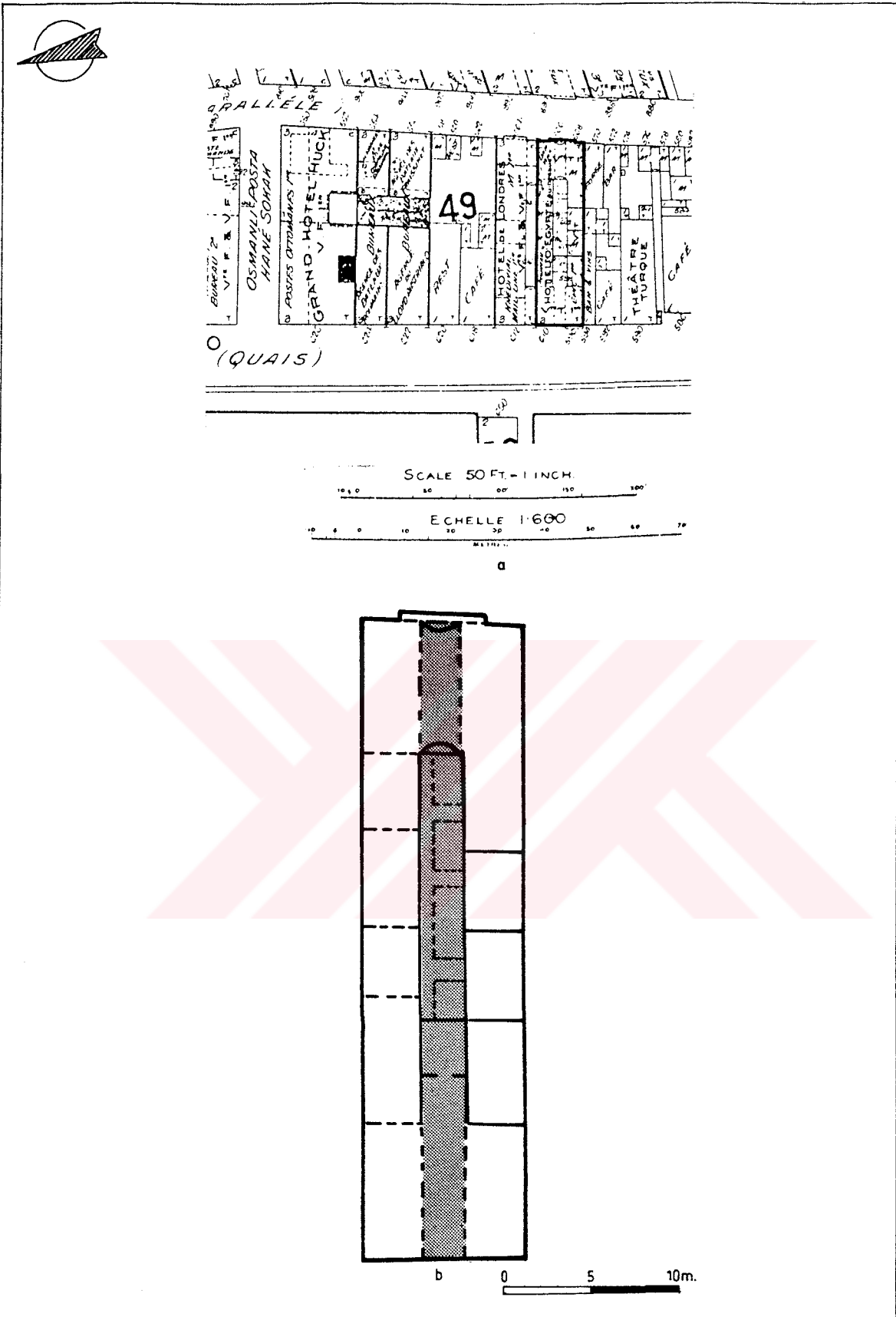


Figure 170 Egypte Hotel(Hotel d’Egypte)
 a. Site plan
 b. Plan scheme (re-drawing from Plan d’Assurance de Smyrne)
 (Goad, 1905, map 3)



Figure 171 A photograph from a period when Egypte Hotel was yet two-storied
(Abut (Ed.), 1997, p.142)

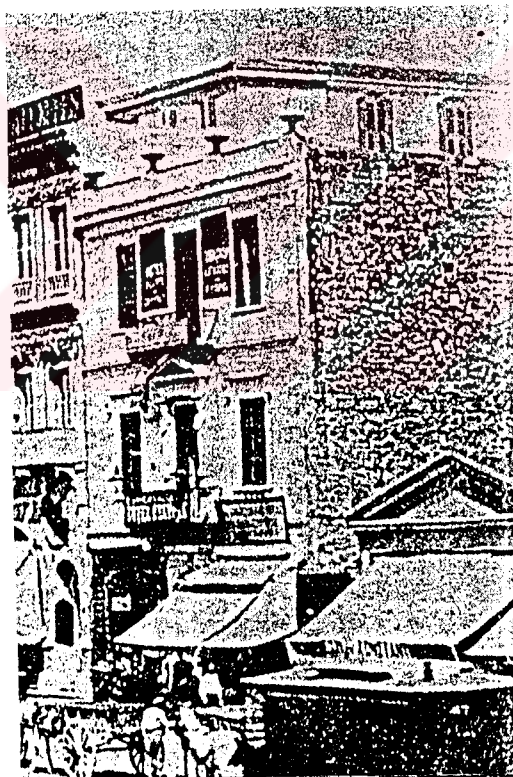
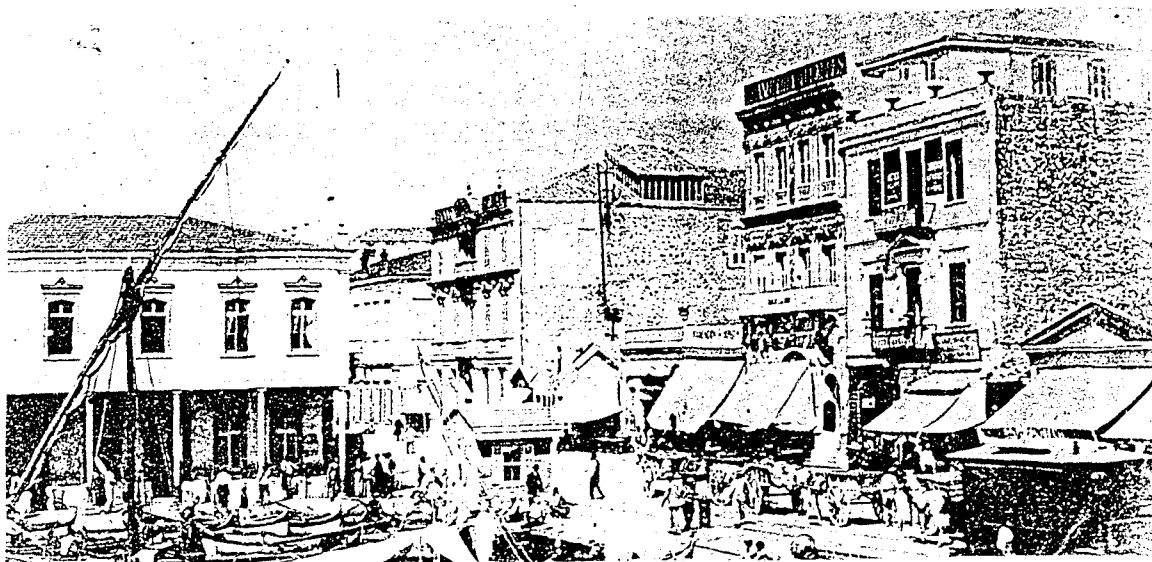
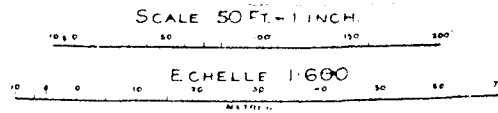
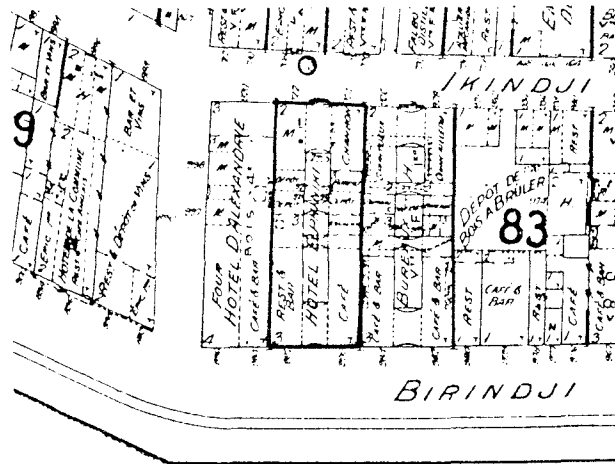
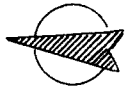


Figure 172 A photograph from a period when Egypte Hotel was three-storied (Atay, 1993, p.156)



a

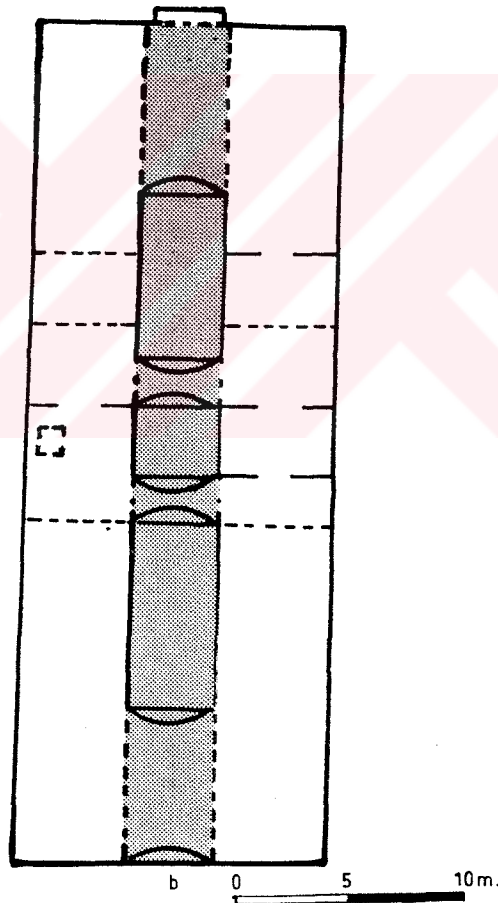


Figure 173 Elphiniki Hotel(Hotel Elphiniki)
a. Site plan
b. Plan scheme (re-drawing from Plan d'Assurance de Smyrne)
(Goad, 1905, map 4)

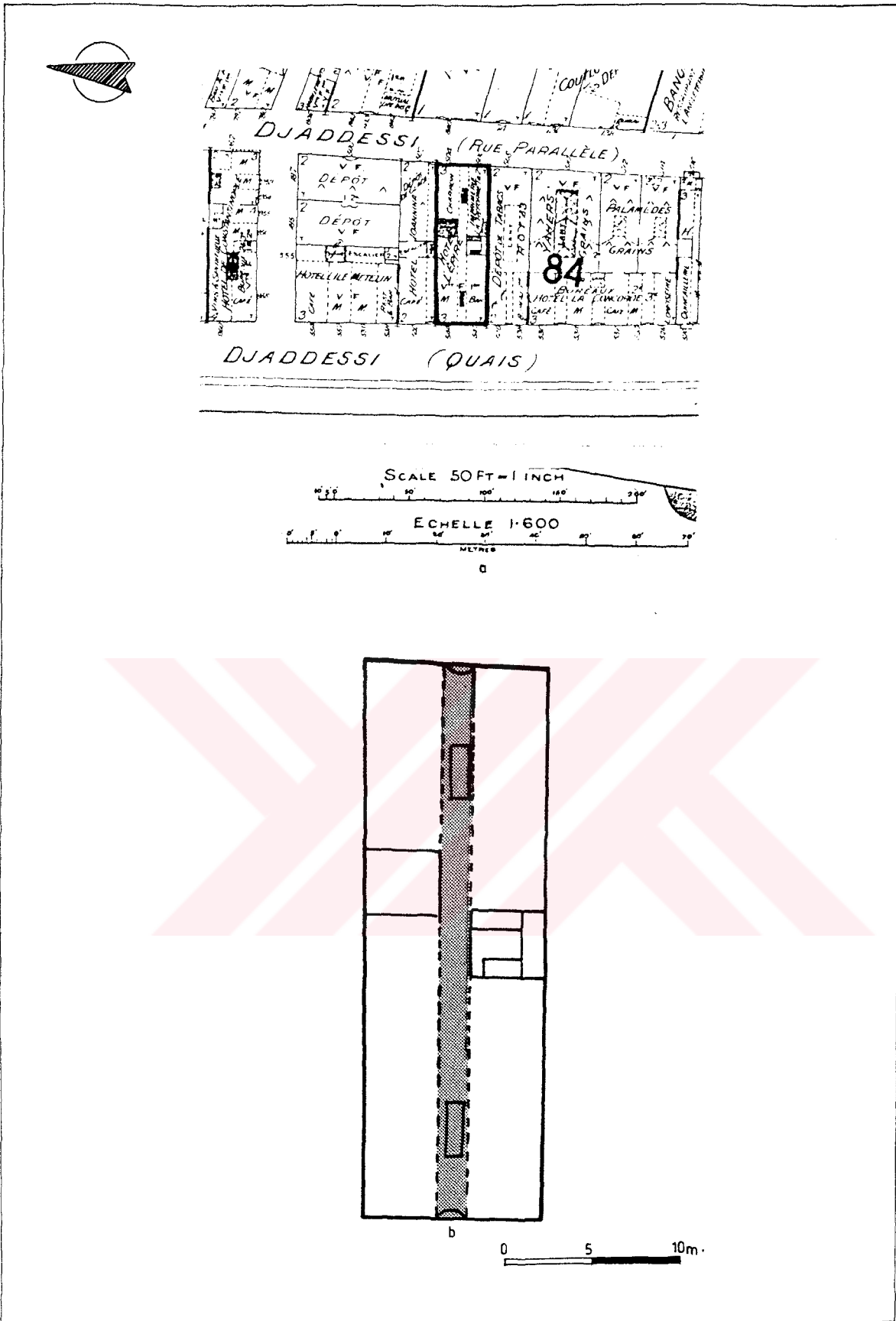


Figure 174 Epire Hotel(Hotel l'Epire)
 a. Site plan
 b. Plan scheme (re-drawing from Plan d'Assurance de Smyrne)
 (Goad, 1905, map 4)

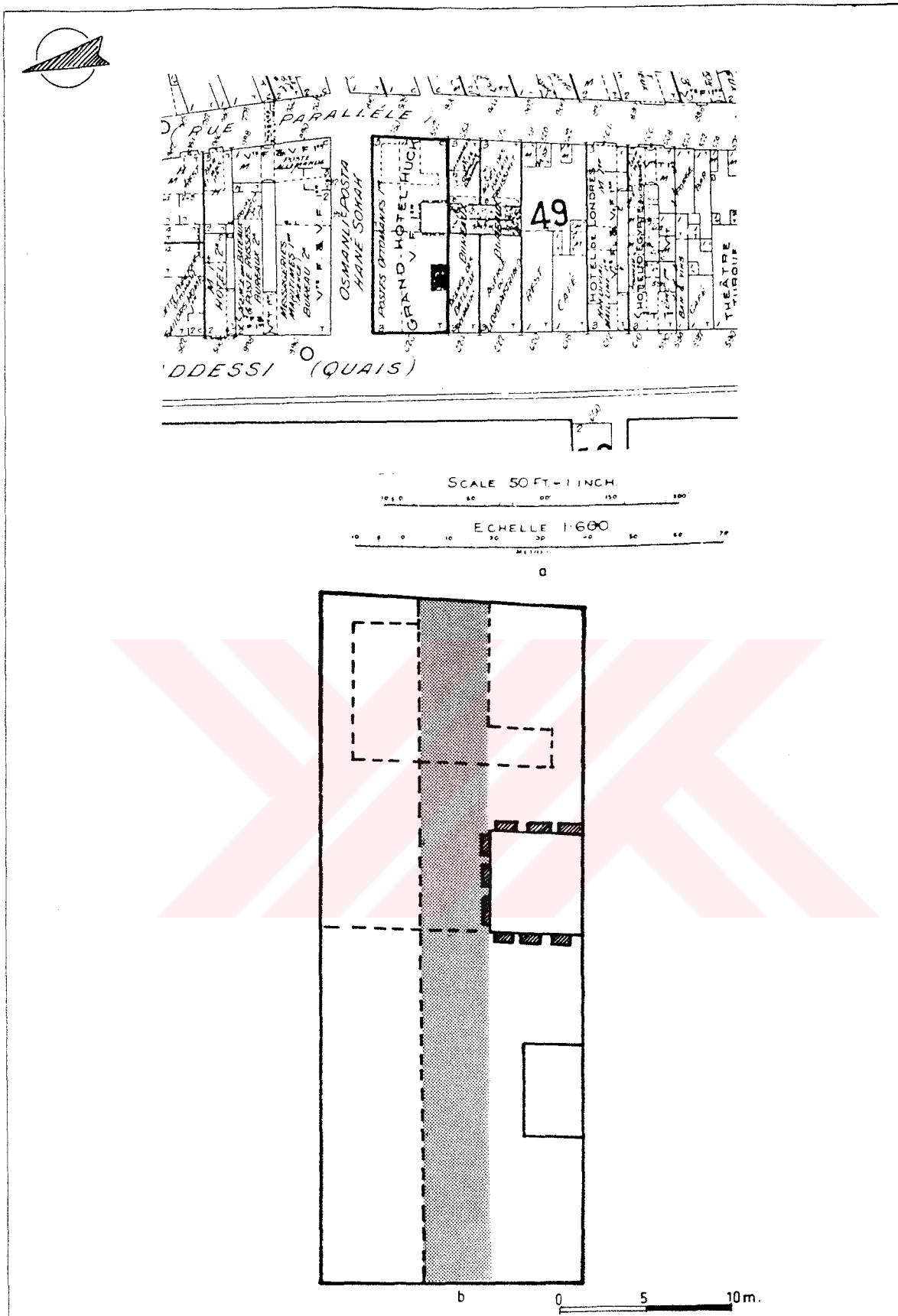
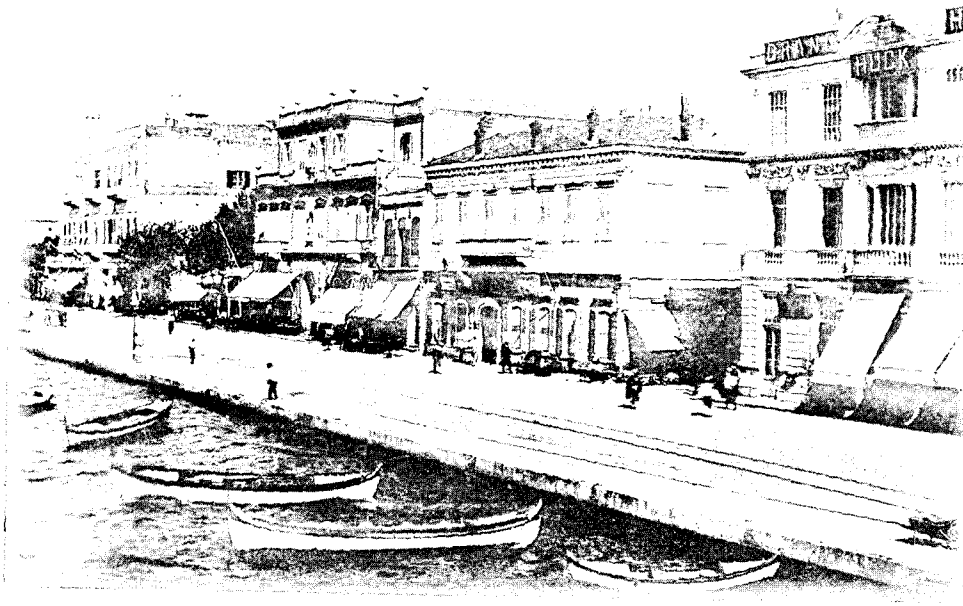


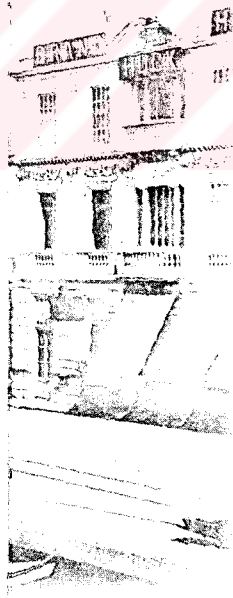
Figure 175 Grand Huck Hotel(Grand Hotel Huck)
 a. Site plan
 b. Plan scheme (re-drawing from Plan d'Assurance de Smyrne)
 (Goad, 1905, map 3)



Figure 176 Deux Auguste Hotel from a photograph taken by Rubellin in 1880
(Hotel des Deux Auguste, the previous two-storied M. Mille Hotel, the
latter Grand Huck Hotel building)
(Abut(Ed.), 1997, p.65)



a



b

Figure 177 Grand Huck Hotel from a photograph taken by Rubellin in 1890
a. Hotel and its environs
b. A photograph showing the hotel in detail
(Abut (Ed.), 1997, p.61)

GRAND HOTEL

HUCK

SMYRNE

Position Exceptionnelle à proximité des Postes
& Télégraphes & Agences Maritimes.

Au Centre des affaires, Tramways devant l'Hôtel
pour toutes les Directions.

GUIDES

Parlant toutes les langues & accompagnant les
Touristes pour Visiter les Antiquités.

TABLE D'HOTE

Service à la Carte, Caves Renommées

BAINS CHAUDS & FROIDS

PRIX SPÉCIAUX POUR MESSIEURS

LES VOYAGEURS DE COMMERCE

REDUCTION POUR SÉJOUR PROLONGÉ

Figure 178 An advertisement of Grand Huck Hotel published in a 1894-dated guidebook (Grand Huck Hotel, Smyrne. An exceptional location neighbouring the post, telgraph and navigation offices. At the business center, facilities of tramway transportation offered for all directions from the hotel. Guides who can speak in all languages and accompany those tourists who wish to see the historical places. Table d'hôte, a-la-carte meal services, well-known beverages. Hot- and cold-baths. Special prizes for those who come for trade purposes, reductions in prize for those who will be staying long at the hotel.) (Almanach Synoptique A L'Usage Du levant, 1894, p.93)

ΣΜΥΡΝΗ. ΜΕΓΑ Ξ ΕΝΟΔΟΧΕΙΟΝ ΧΟΥΚ

SMYRNE. - Grand Hôtel Huck



Figure 179 Grand Huck Hotel, a sight from the 1910's.

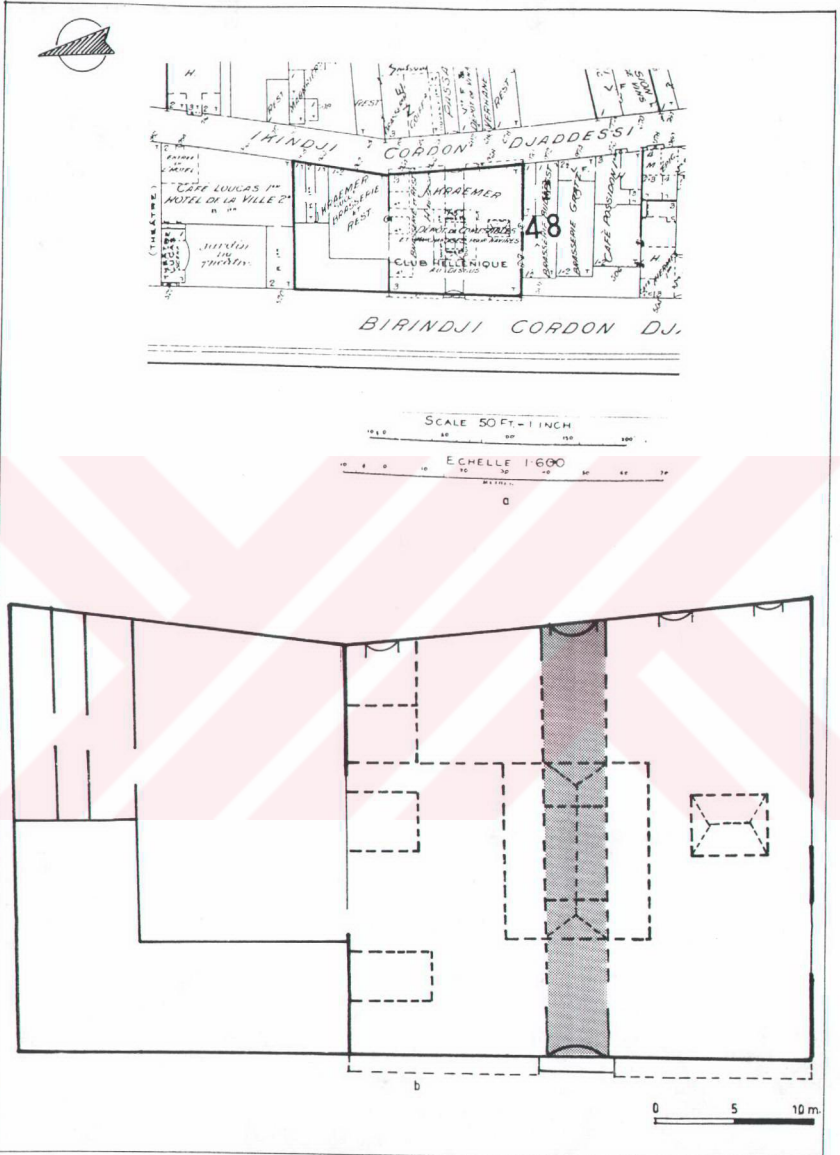


Figure 180 Kraemer Palace Hotel (Grand Hotel Kraemer Palace)
 a. Site plan
 b. Plan scheme (re-drawing from Plan d'Assurance de Smyrne)
 (Goad, 1905, map 3)



Figure 181 Paper with letterhead of the Kraemer Palace Hotel

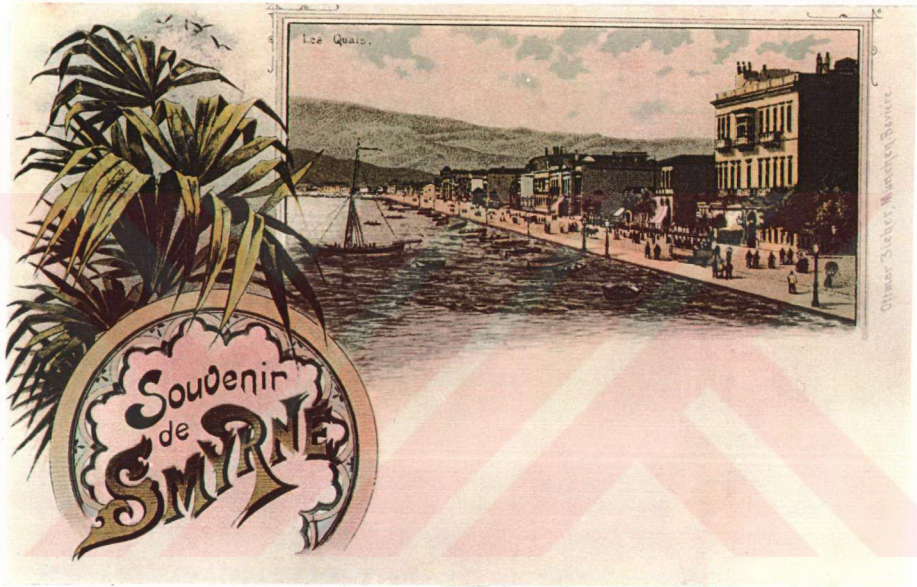


Figure 182 Kraemer Palace Hotel from an old postcard (the tallest building on the right hand side)

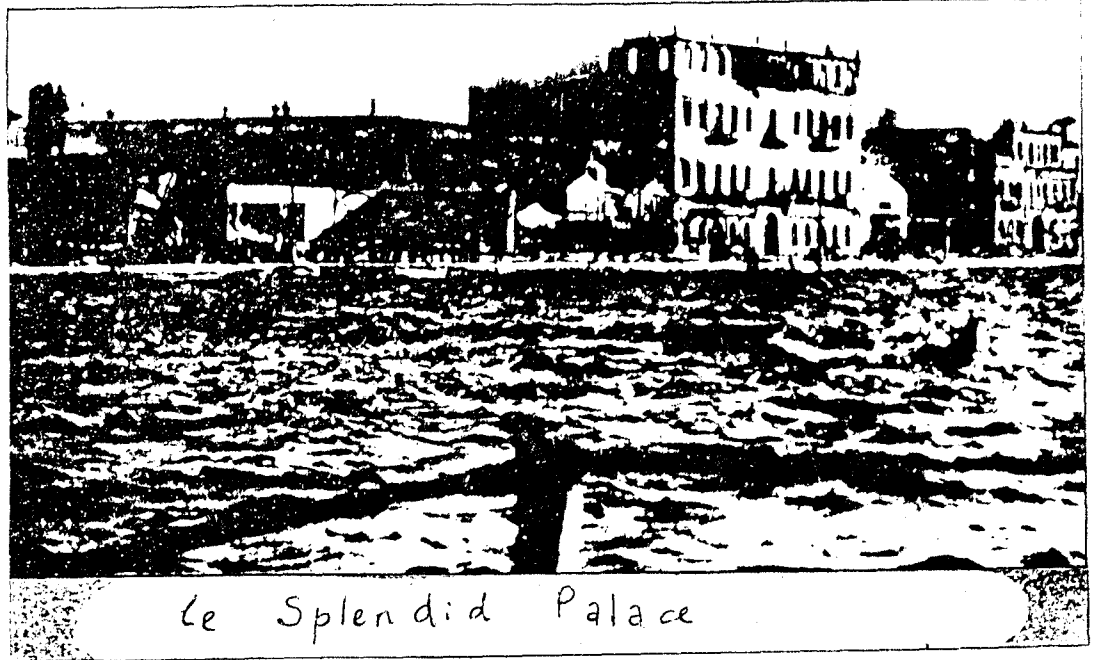
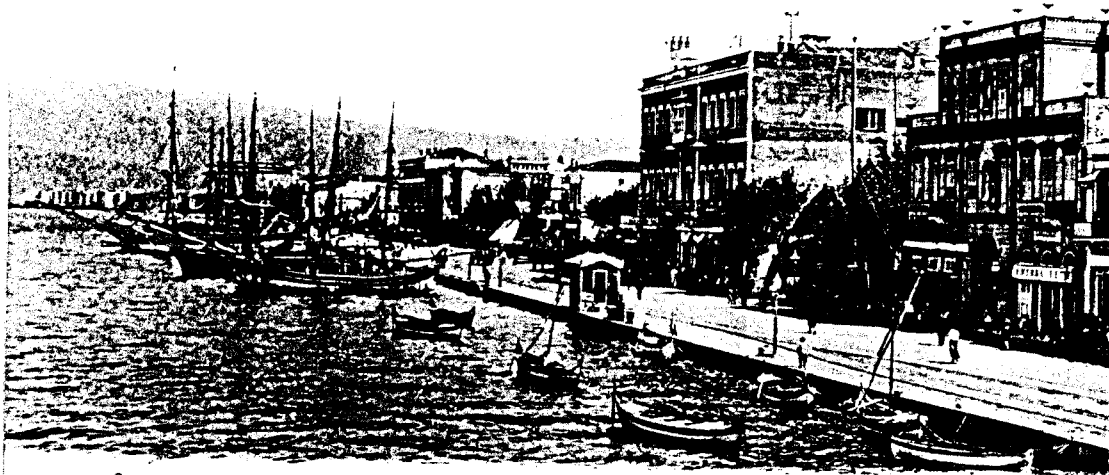


Figure 183 A photograph showing on the front facade of Kraemer Palace Hotel (Splendid Palace) in the 1922 Fire (Parlak, 1983, p.474)



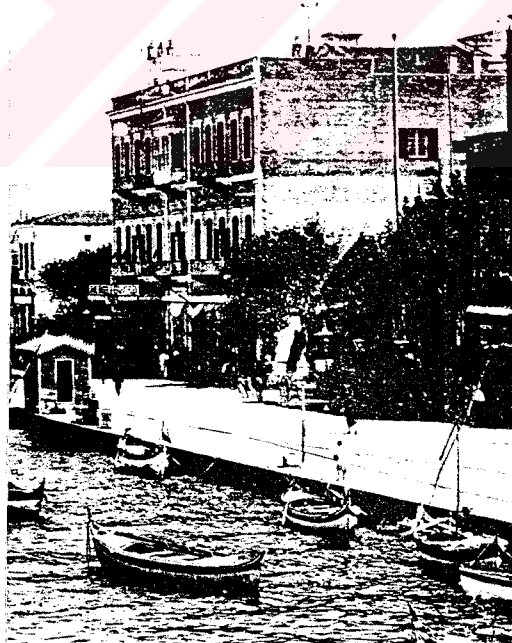
Figure 184 A photograph showing on the side facade of Hotel Kraemer Palace (Splendid Palace) in the 1922 Fire (Parlak, 1983, p.475)



Les quais

Smyrne

a



b

Figure 185 A postcard from a period when Kraemer Palace Hotel was yet three-storied
 a. Hotel and its environs
 b. A photograph showing the hotel in detail

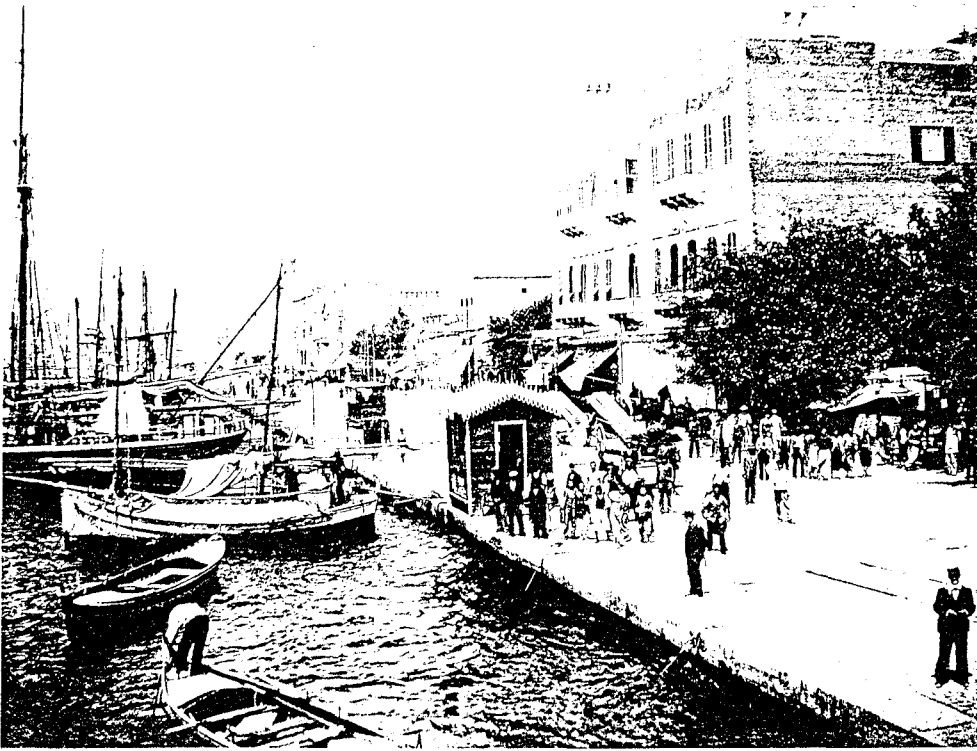


Figure 186 Kraemer Palace Hotel from a photograph taken by Rubellin in 1880
(the tallest building on the right hand side)
(Abut (Ed.), 1997, p.59)



Figure 187 Kraemer Palace Hotel from a photograph taken by Joaillier in 1890
(the second tall building on the right hand side)
(Abut(Ed.), 1997, p.55)



Figure 188 A postcard from a period when Kraemer Palace Hotel was four-storied (Atay, 1993, p.194)

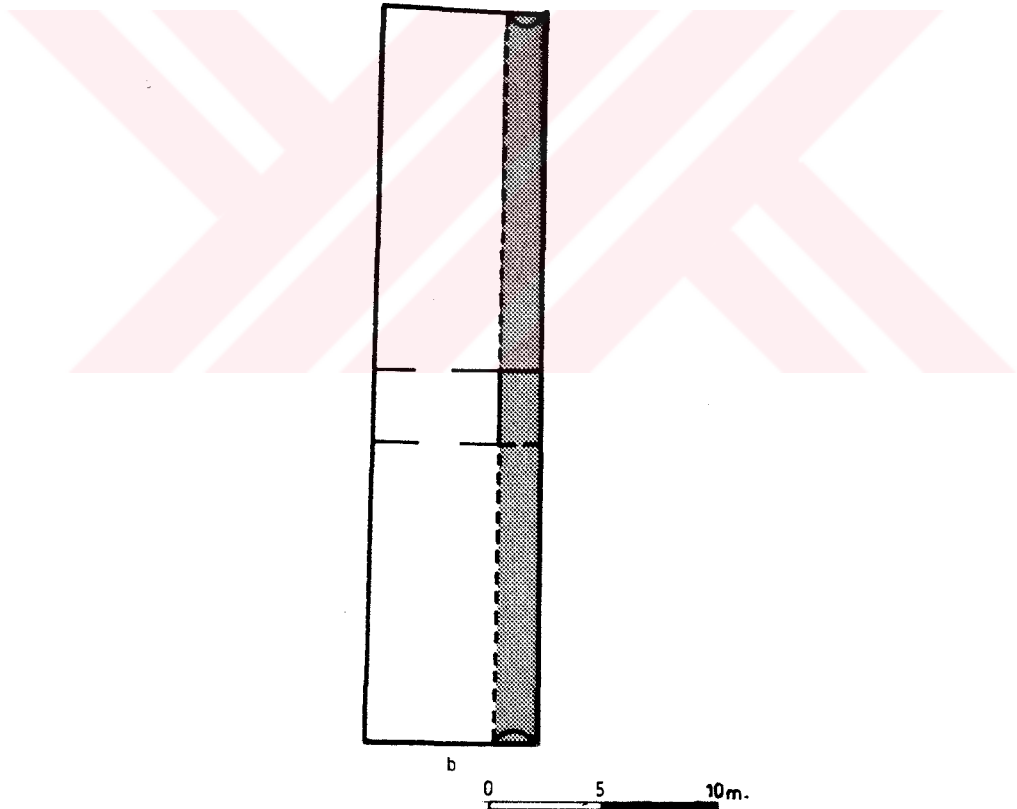
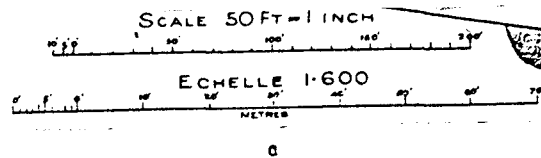
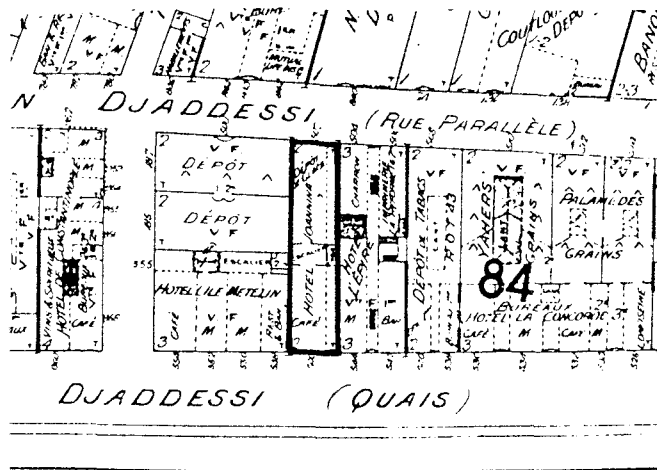
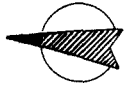
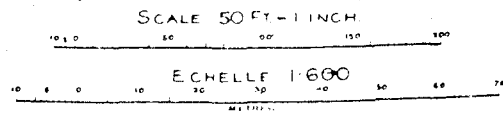
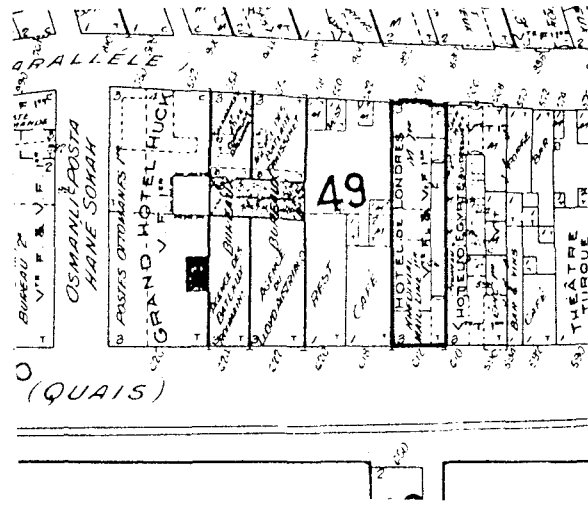
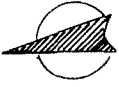


Figure 189 Ioannina Hotel (Hotel Ioannina)
a. Site plan
b. Plan scheme (re-drawing from Plan d' Assurance de Smyrne)
(Goad, 1905, map 4)



a

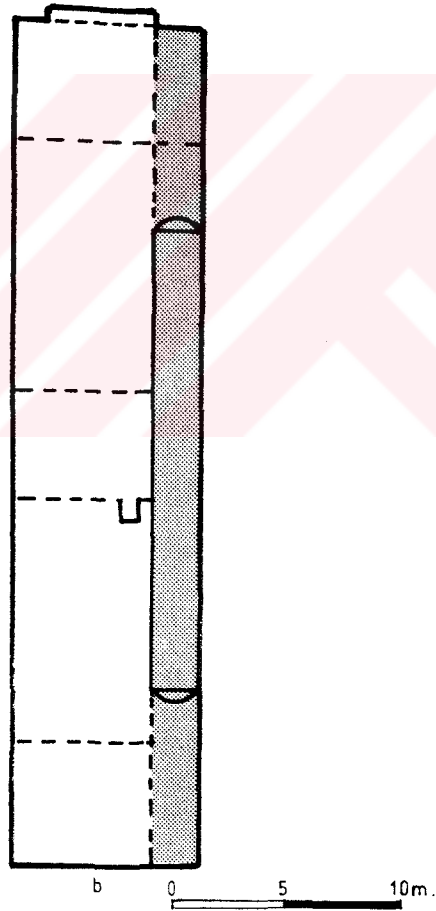
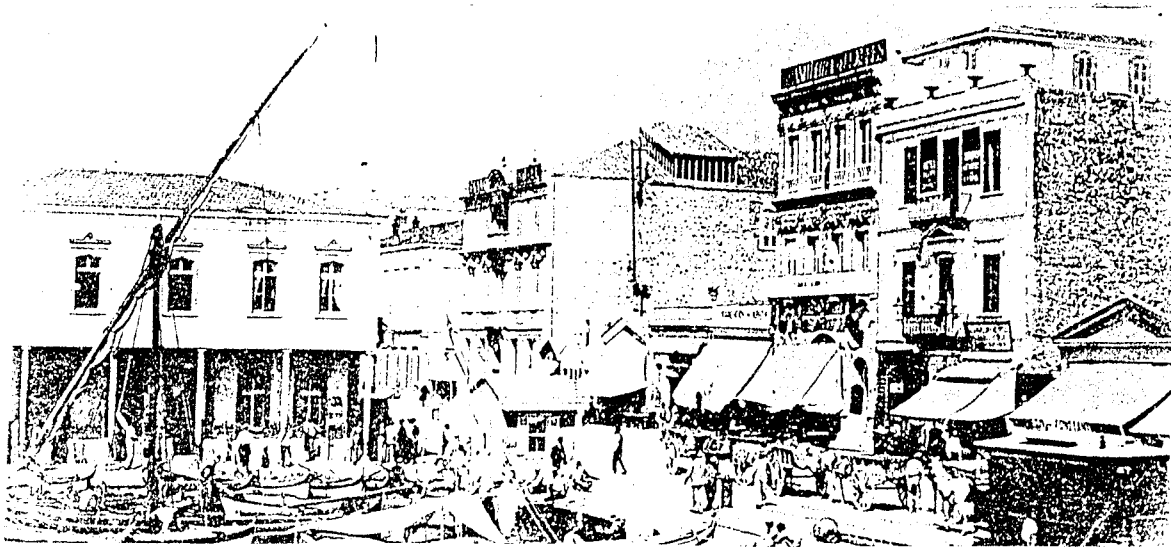


Figure 190 Londres Hotel (Hotel de Londres)
a. Site plan
b. Plan scheme (re-drawing from Plan d'Assurance de Smyrne)
(Goad, 1905, map 3)



a



b

Figure 191 Londres Hotel from an old photograph
 a. Hotel and its environs
 b. A photograph showing the hotel in detail
 (Atay, 1993, p.156)



a



b

Figure 192 Londres Hotel and Egypte Hotel from an old photograph
a. The hotels and their environs
b. A photograph showing the hotels in detail
(Abut (Ed.), 1997, p.110)

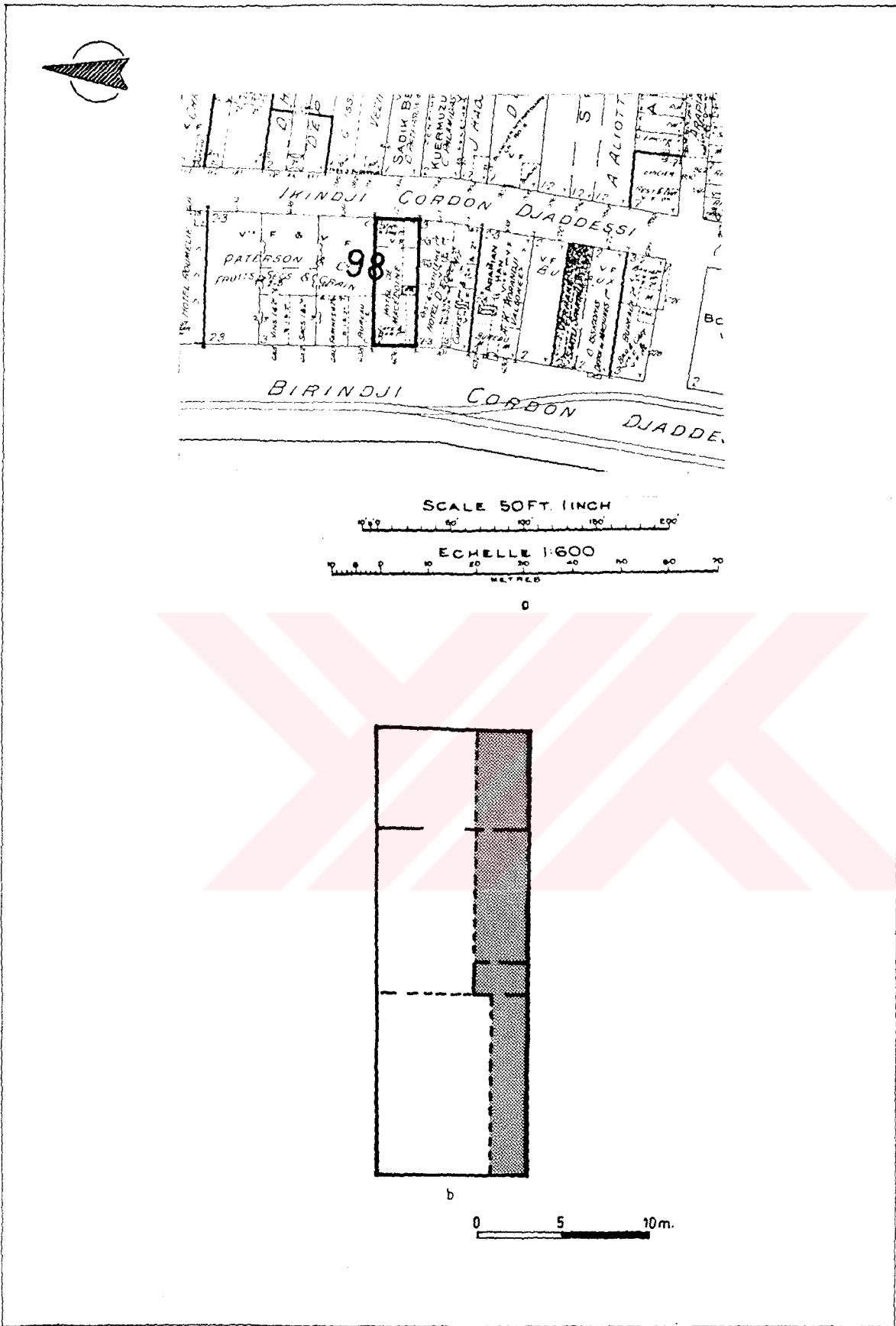
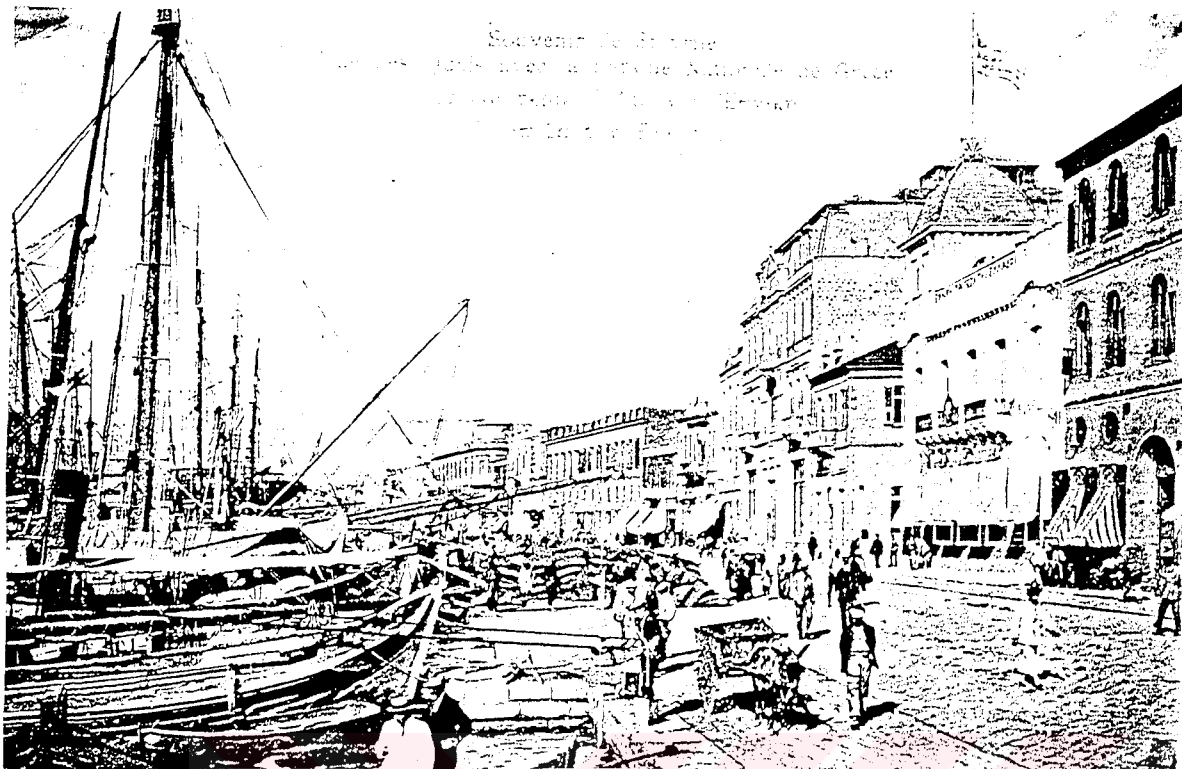


Figure 193 Macedoine Hotel (Hotel de Macedonie)
a. Site plan
b. Plan scheme (re-drawing from Plan d'Assurance de Smyrne)
(Goad, 1905, map 5)



a



b

Figure 194 A postcard showing Macedonie Hotel from a distance
 a. Hotel and its environs
 b. A photograph showing the hotel in detail

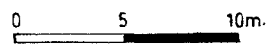
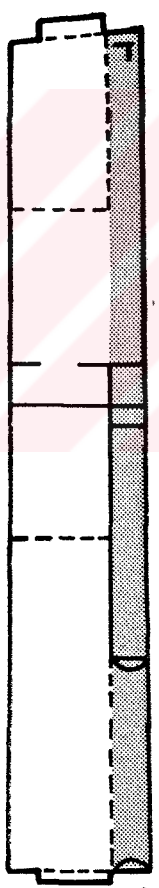
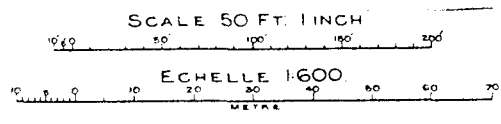
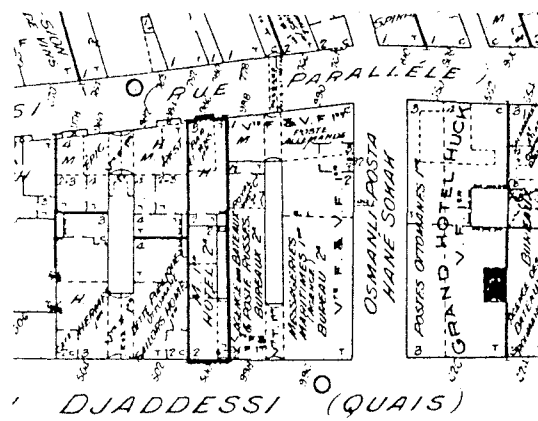
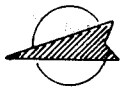


Figure 196 The hotel located near the Russian Post Office
a. Site plan
b. Plan scheme (re-drawing from Plan d'Assurance de Smyrne)
(Goad, 1905, map 3)

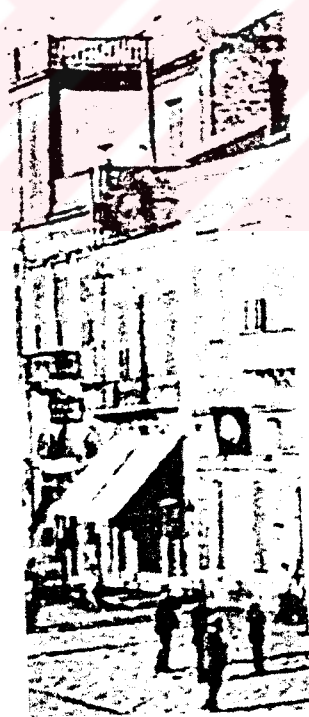
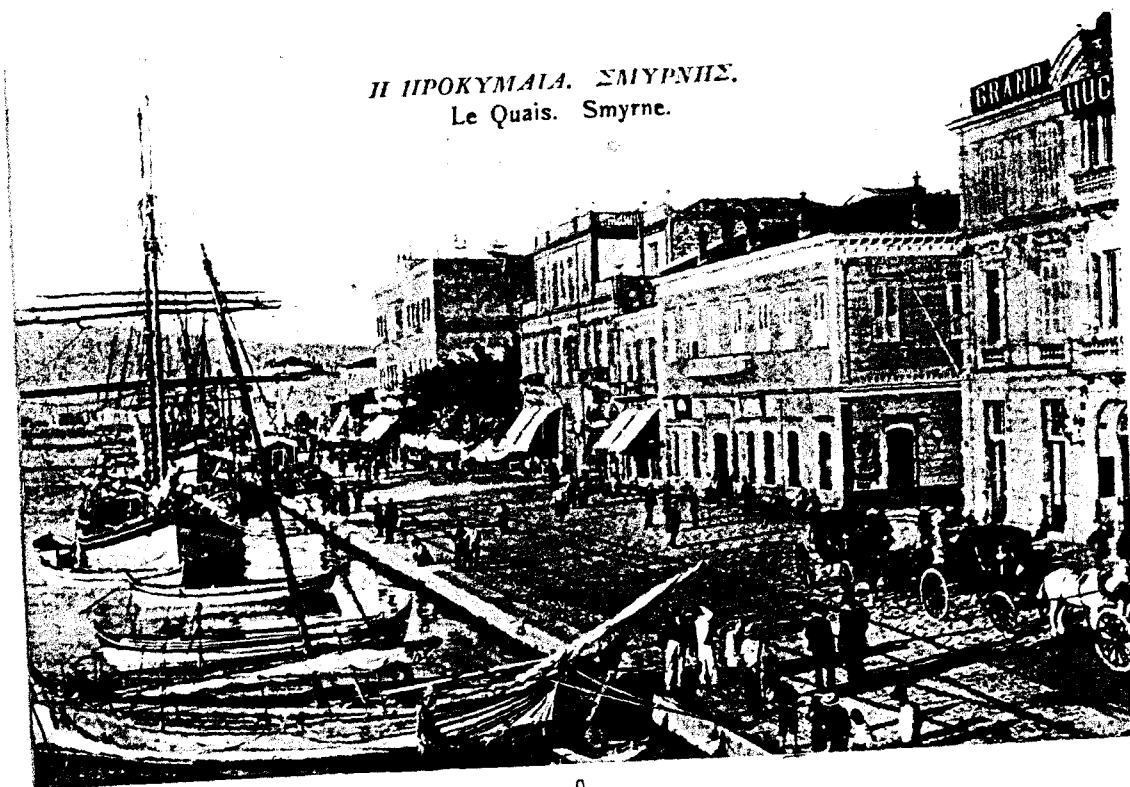


Figure 197 A postcard from a period when the hotel located near the Russian Post Office was yet two-storied
 a. Hotel and its environs
 b. A photograph showing the hotel in detail



P. L. DEMOND, édit. (porte autrichienne, Smyrne)

a



b

Figure 198 The hotel located near the Russian Post Office from a photograph showing the celebrations for Mehmet the V. ascending the throne in 1909.
 a. Hotel and its environs
 b. A photograph showing the hotel in detail
 (Abut (Ed.), 1997, p.101)



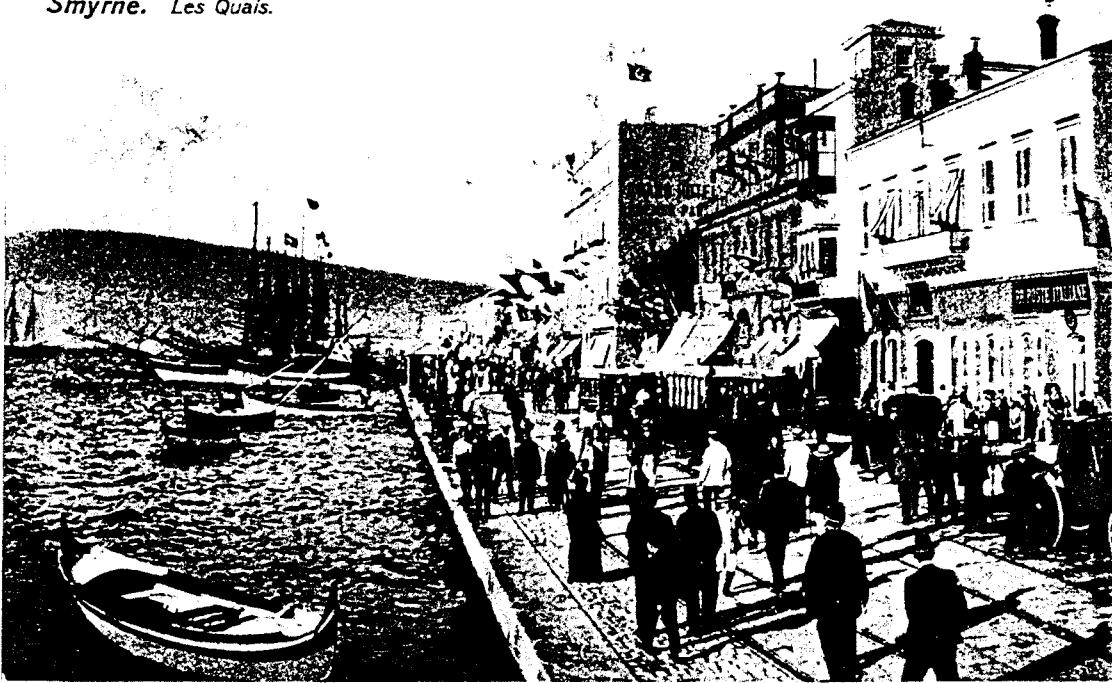
a



b

Figure 199 The hotel located near the Russian Post Office with its facade with oriels from a postcard in the beginning of the 20th Century
 a. Hotel and its environs
 b. A photograph showing the hotel in detail

Smyrne. Les Quais.



a



b

Figure 200 A postcard from a period when the hotel located near the Russian Post Office was three-storied
a. Hotel and its environs
b. A photograph showing the hotel in detail

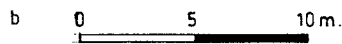
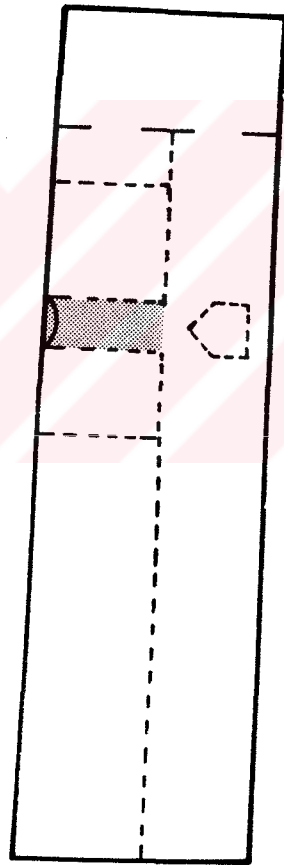
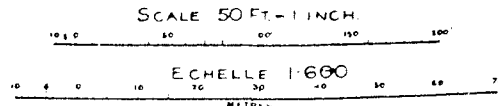
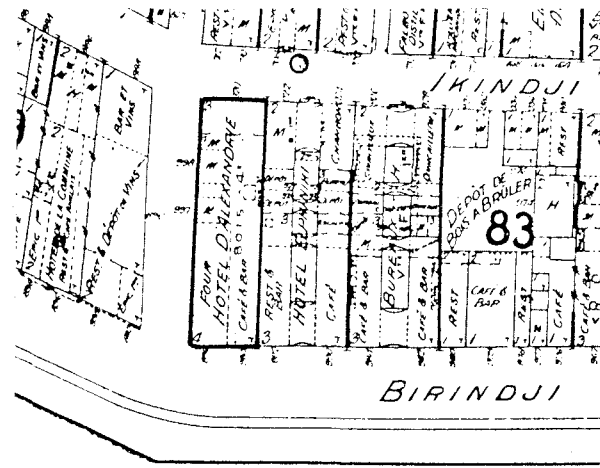
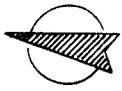
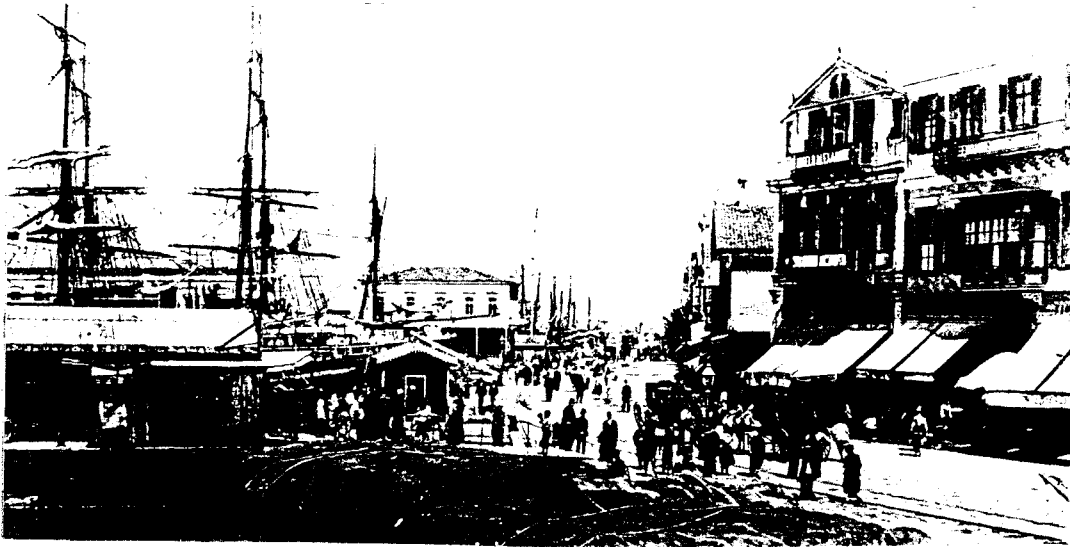
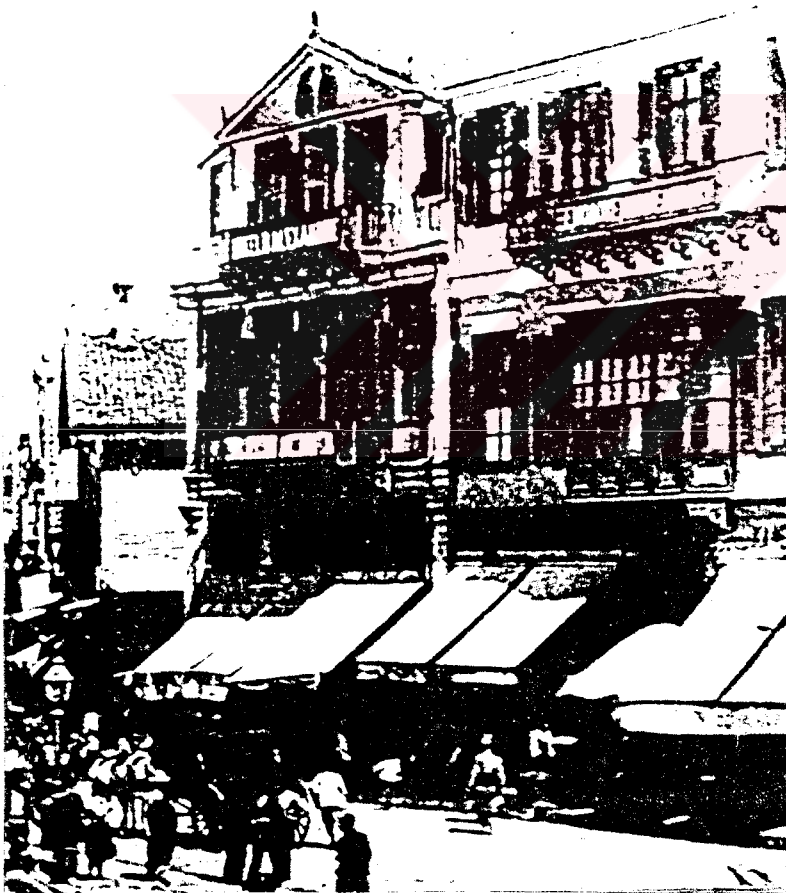


Figure 202 Alexandria Hotel (Four Hotel D'Alexandrie)
a. Site plan
b. Plan scheme (re-drawing from Plan d'Assurance de Smyrne)
(Goad, 1905, map 4)



a



b



c

Figure 203 Alexandria Hotel from an old postcard
a. Hotel and its environs
b. A photograph showing the front facade of the hotel in detail
c. The side elevation of the hotel

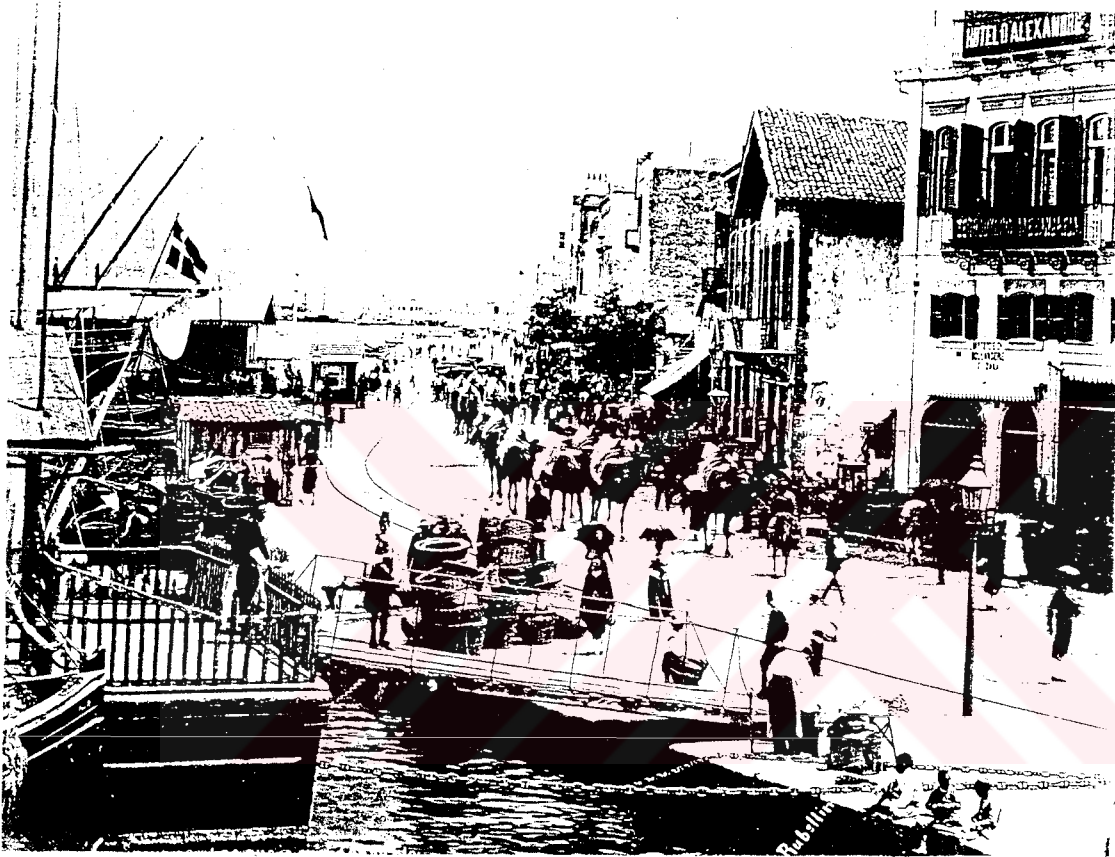


Figure 204 Alexandria Hotel from a photograph taken by Rubellin in 1880 (the building on the right hand side)
(Abut (Ed.), 1997, p.60)

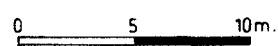
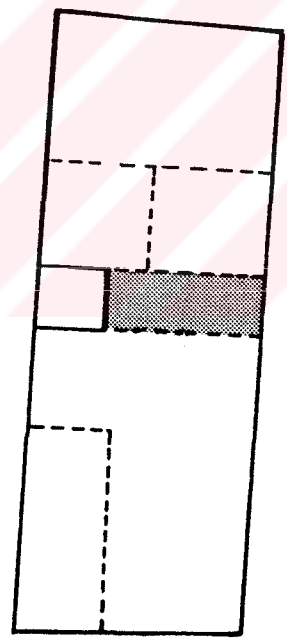
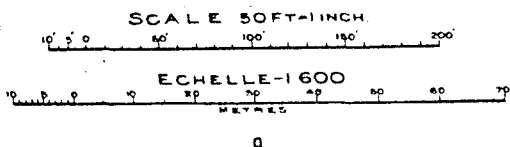
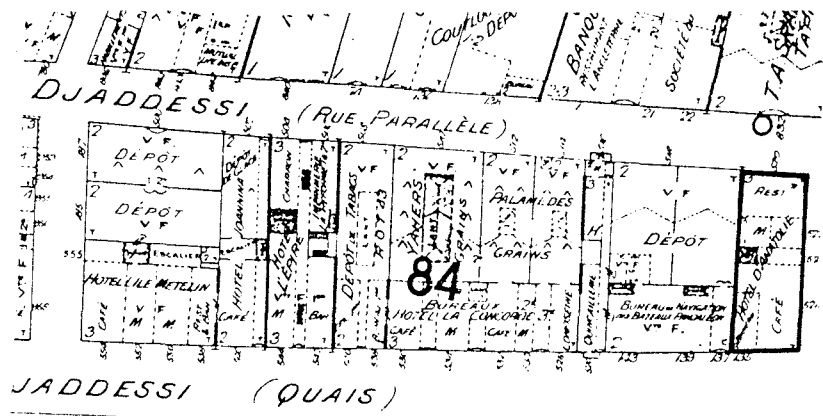
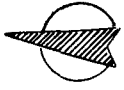


Figure 205 Anatolie Hotel (Hotel d'Anatolie)
a. Site plan
b. Plan scheme (re-drawing from Plan d'Assurance de Smyrne)
(Goad, 1905, map 4)

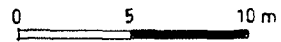
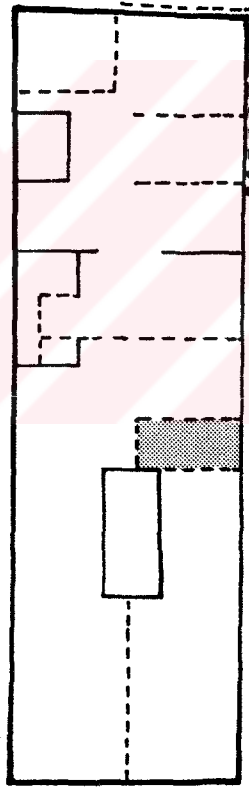
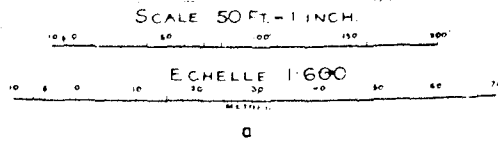
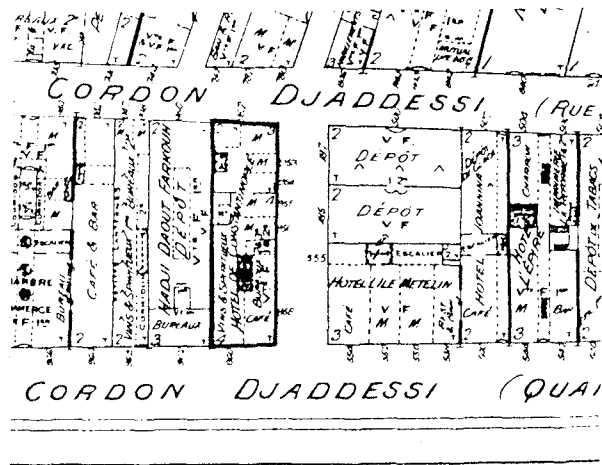
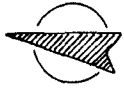


Figure 206 Constantinople Hotel (Hotel de Constantinople)
a. Site plan
b. Plan scheme (re-drawing from Plan d' Assurance de Smyrne)
(Goad, 1905, map 4)

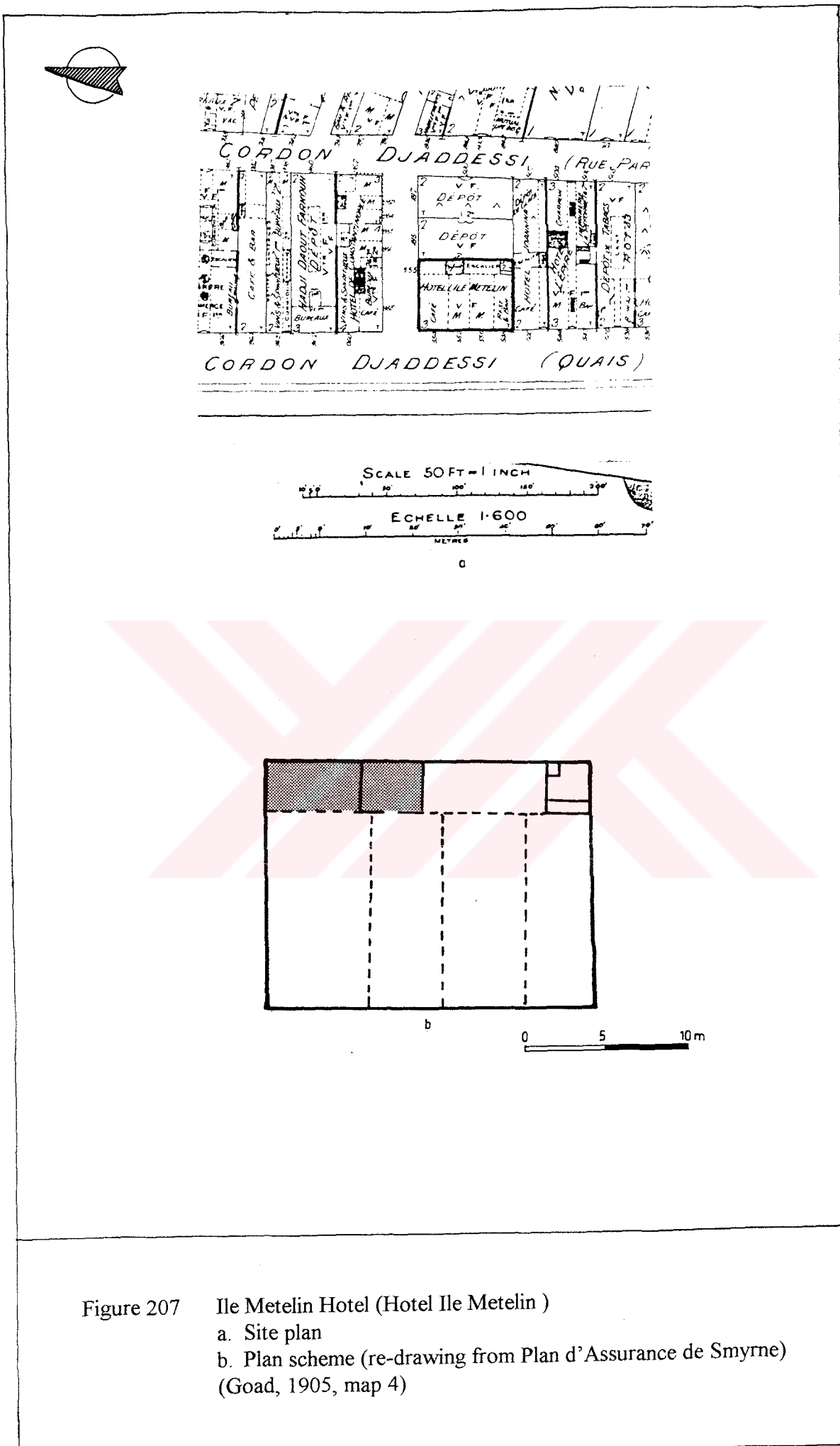
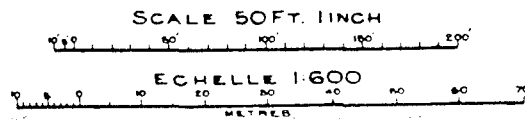
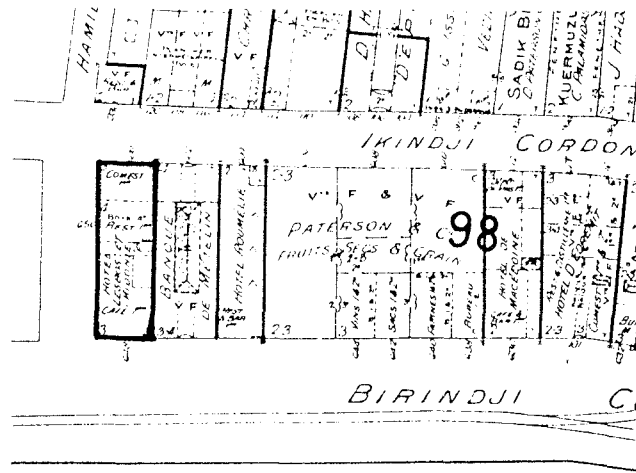
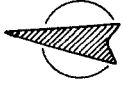
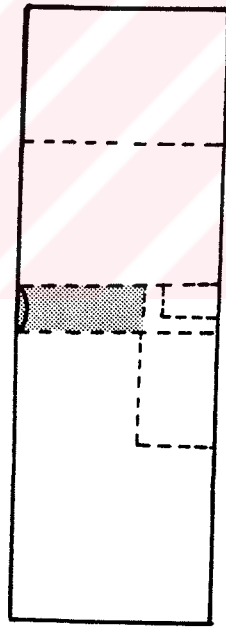


Figure 207 Ile Metelin Hotel (Hotel Ile Metelin)
 a. Site plan
 b. Plan scheme (re-drawing from Plan d'Assurance de Smyrne)
 (Goad, 1905, map 4)



a



b

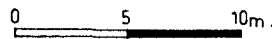


Figure 208 Lespos et Kidonie Hotel (Hotel Lespos et Kidonie)
a. Site plan
b. Plan scheme (re-drawing from Plan d'Assurance de Smyrne)
(Goad, 1905, map 5)

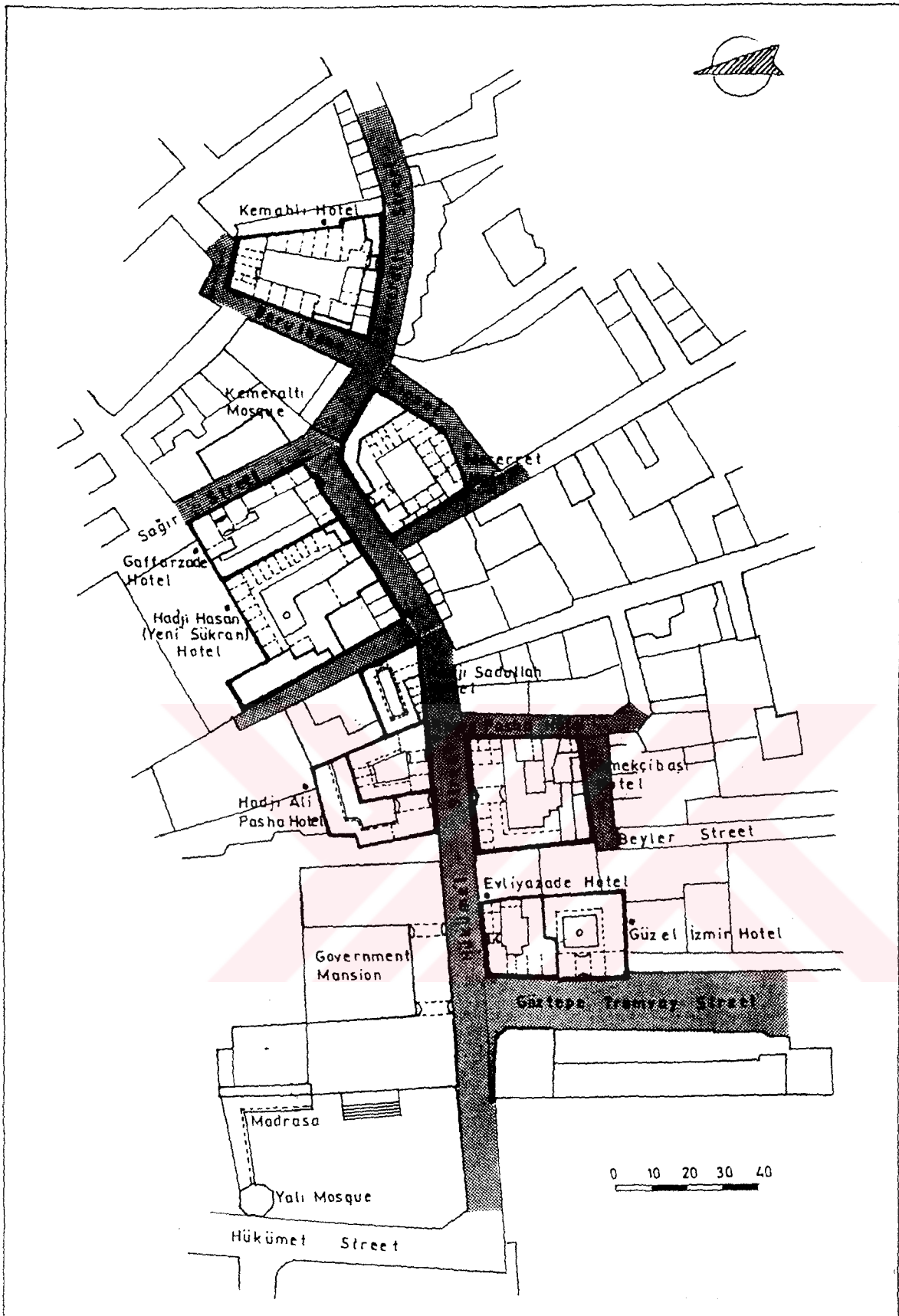


Figure 209 The distribution of hotels with courtyard

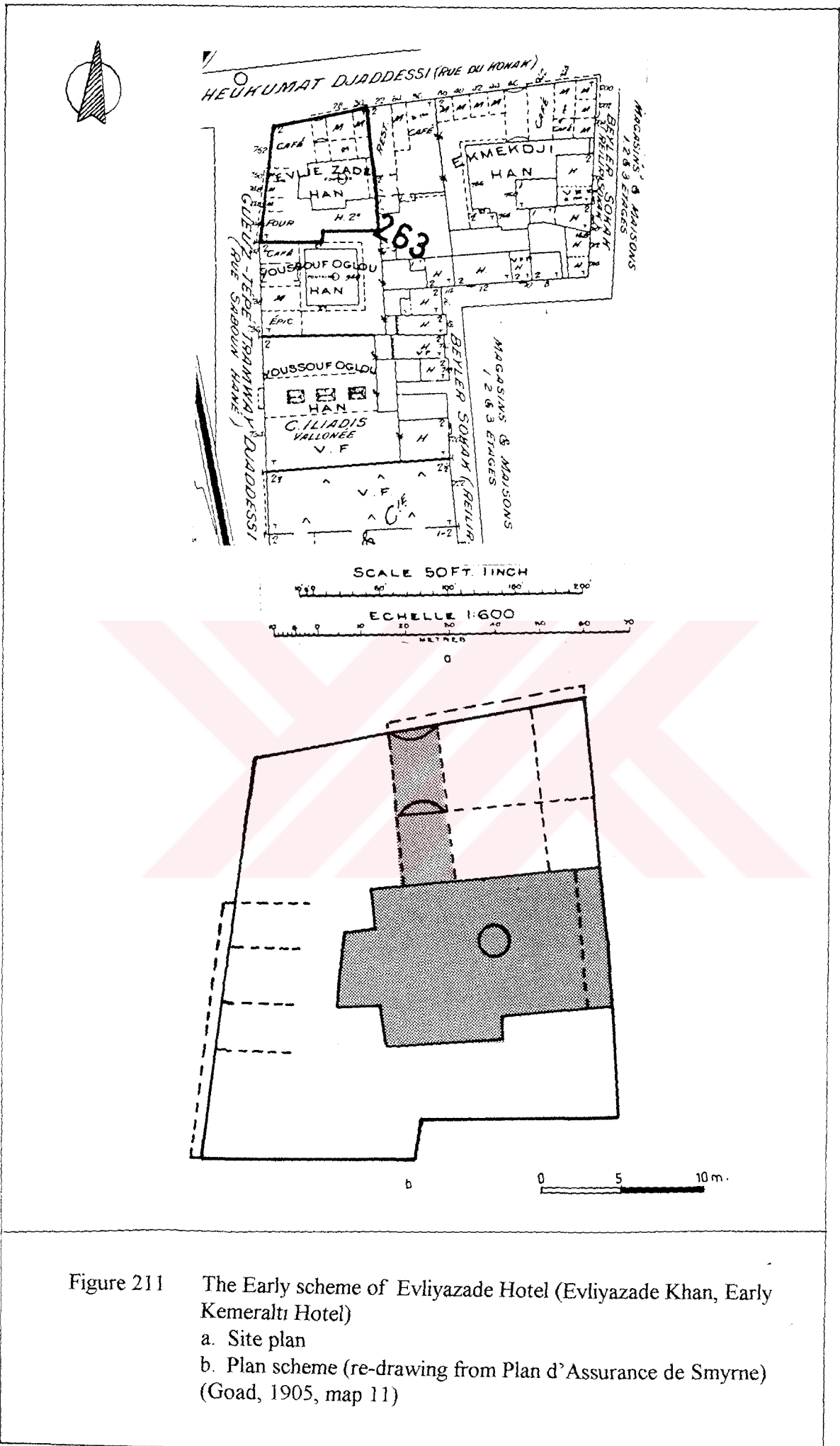


Figure 211 The Early scheme of Evliyazade Hotel (Evliyazade Khan, Early Kemeraltı Hotel)
 a. Site plan
 b. Plan scheme (re-drawing from Plan d'Assurance de Smyrne) (Goad, 1905, map 11)

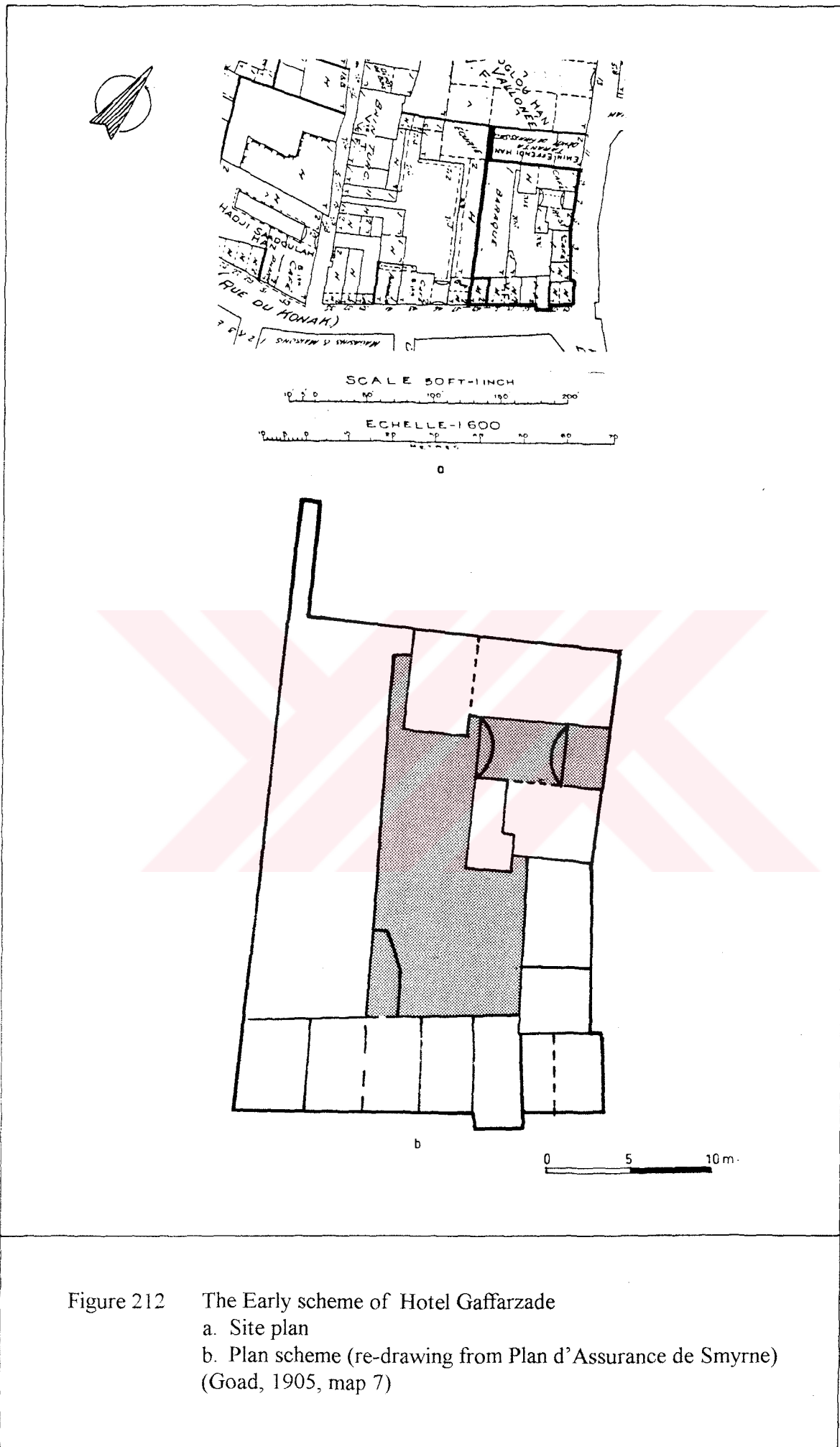


Figure 212 The Early scheme of Hotel Gaffarzade
 a. Site plan
 b. Plan scheme (re-drawing from Plan d'Assurance de Smyrne)
 (Goad, 1905, map 7)



Figure 213 A view of Gaffarzade Hotel from the 853th Road.



Figure 214 Gaffarzade Hotel, a view from the entrance

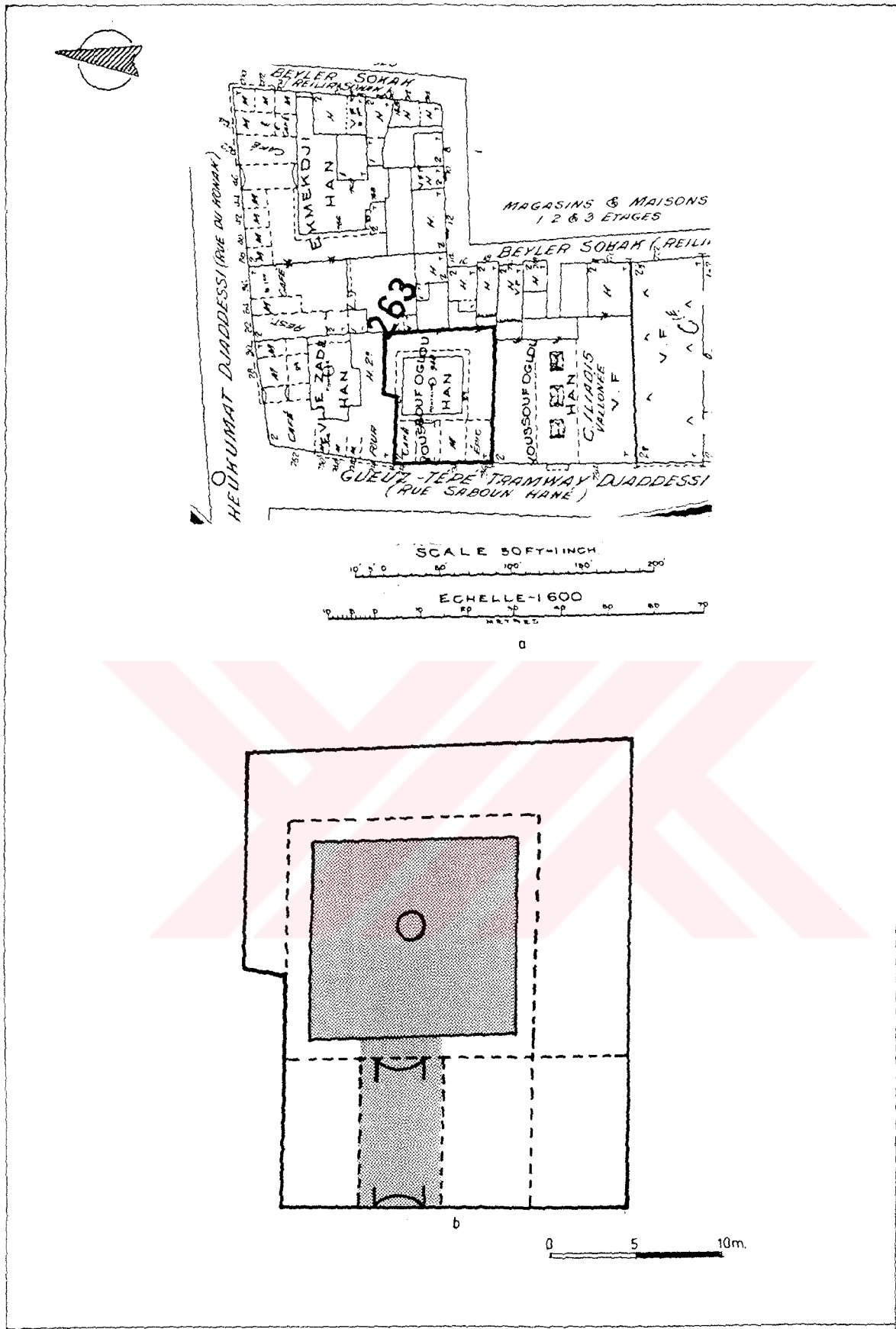



Figure 215 The Early scheme of Güzel İzmir Hotel (Yusufoğlu Khan, Early Kemeraltı Hotel)
 a. Site plan
 b. Plan scheme (re-drawing from Plan d'Assurance de Smyrne)
 (Goad, 1905, map 11)



کوزل ازمیر اوتلی

مدیری : علی

اوتل یکریمی اوطه‌ینی حاوی اولوب اون ایکی
 اوطه‌سی یازیخانه، متباقیسی اوتلدر. فیاتلر (۰۰)
 غروشددر. حکومت قارشیسنده کوز تپه
 ترام‌وای جاده‌سند

Figure 216 An advertisement of Güzel Izmir Hotel in a 1926-dated guidebook (Güzel Izmir Hotel. Manager: Ali. The hotel comprises 20 rooms, of which 12 are office units and the rest, those of the hotel. The prize is 50 kuruş. Across the Hükümet, Göztepe Tramvay Street.) (Nadir, 1926a, p.35)

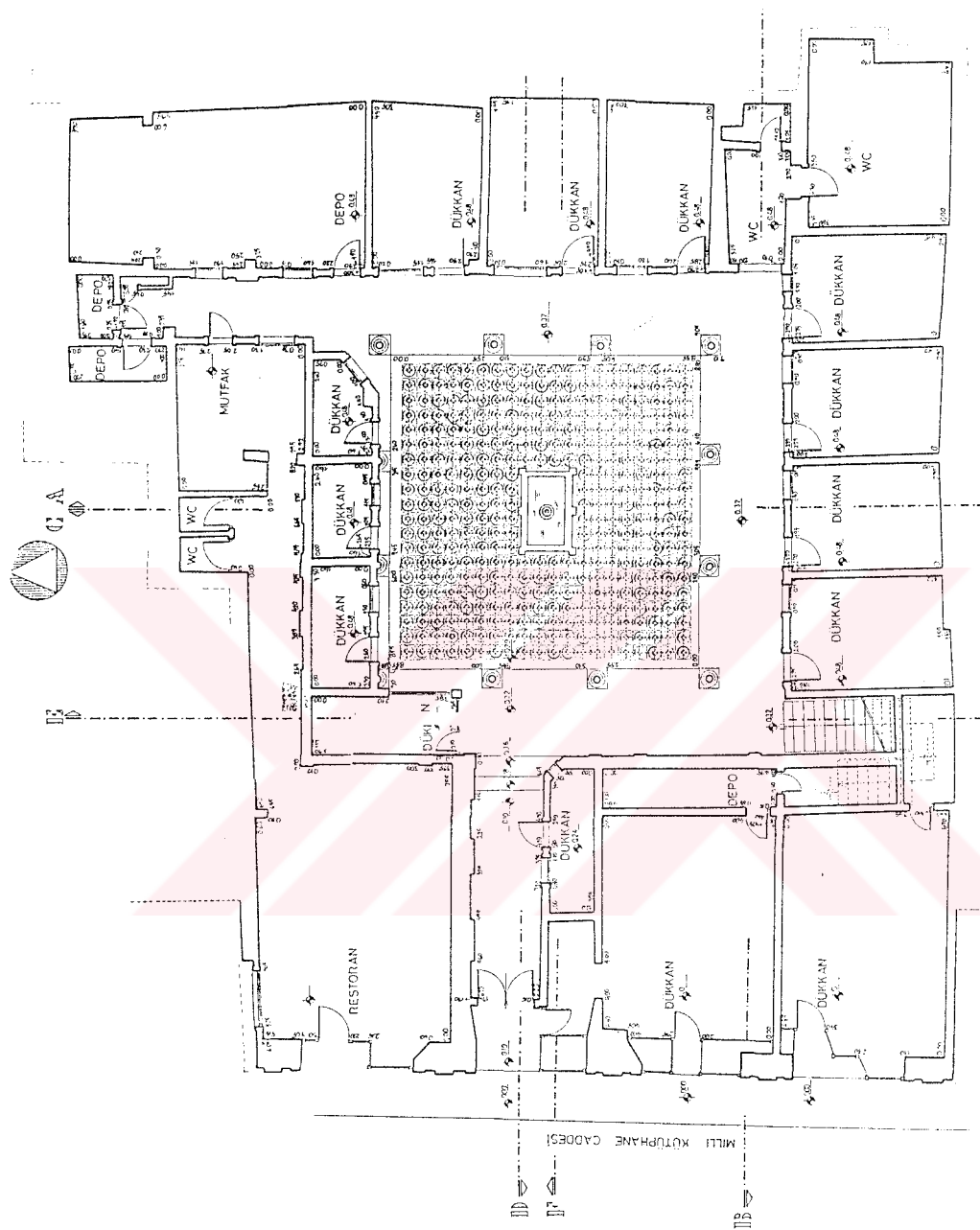


Figure 217 Güzel İzmir Hotel, plan of existing ground floor recorded in the near past, “releve”, scale 1/200
(DEU. Faculty of Architecture, Department of Architecture Archive)

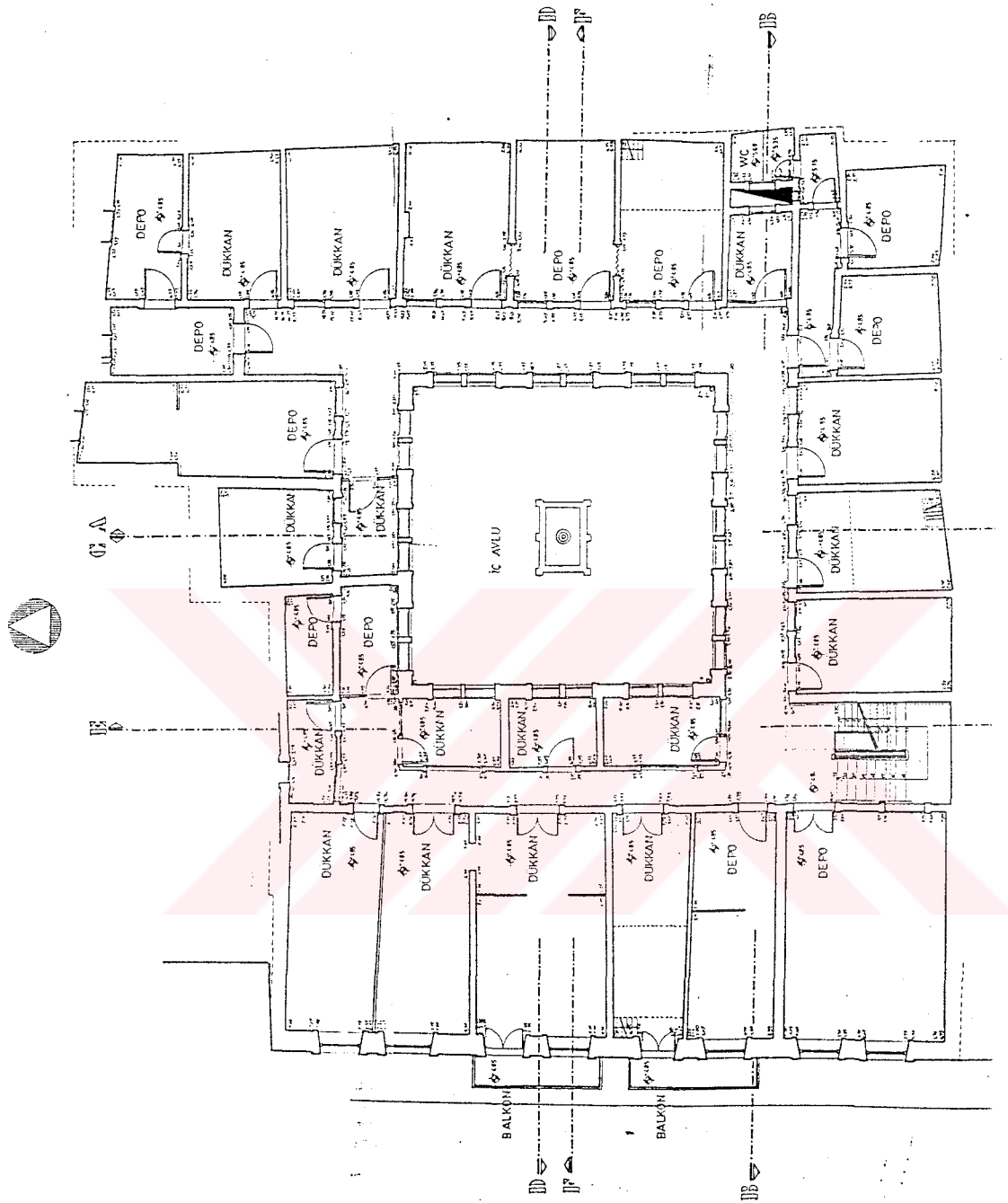


Figure 218 Güzel İzmir Hotel, plan of existing first floor recorded in the near past, past, "releve", scale. 1/200
(DEU. Faculty of Architecture, Department of Architecture Archive)

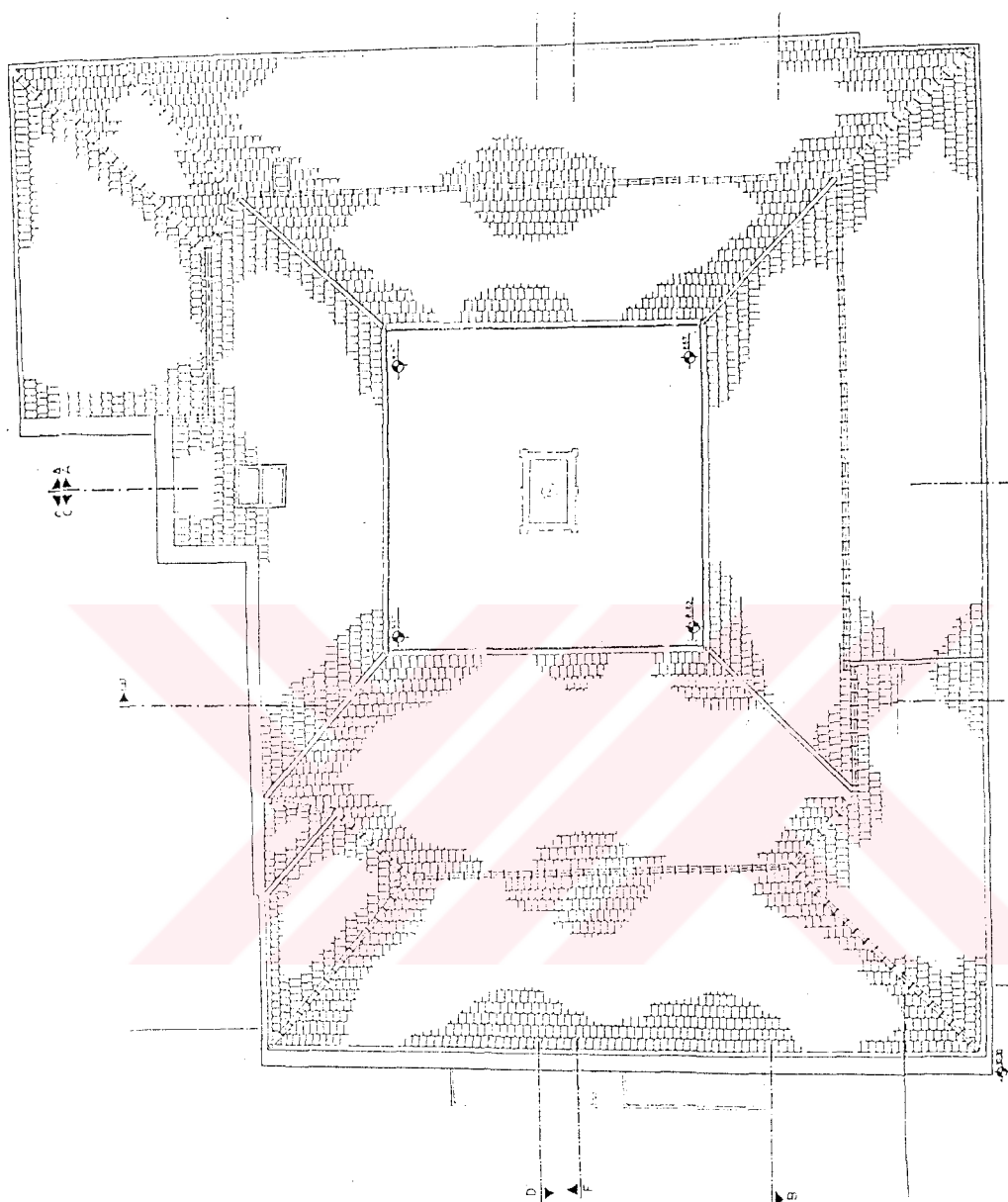


Figure 219 Güzel Izmir Hotel, plan of existing roof floor recorded in the near past, "releve", scale. 1/200
(DEU. Faculty of Architecture, Department of Architecture Archive)

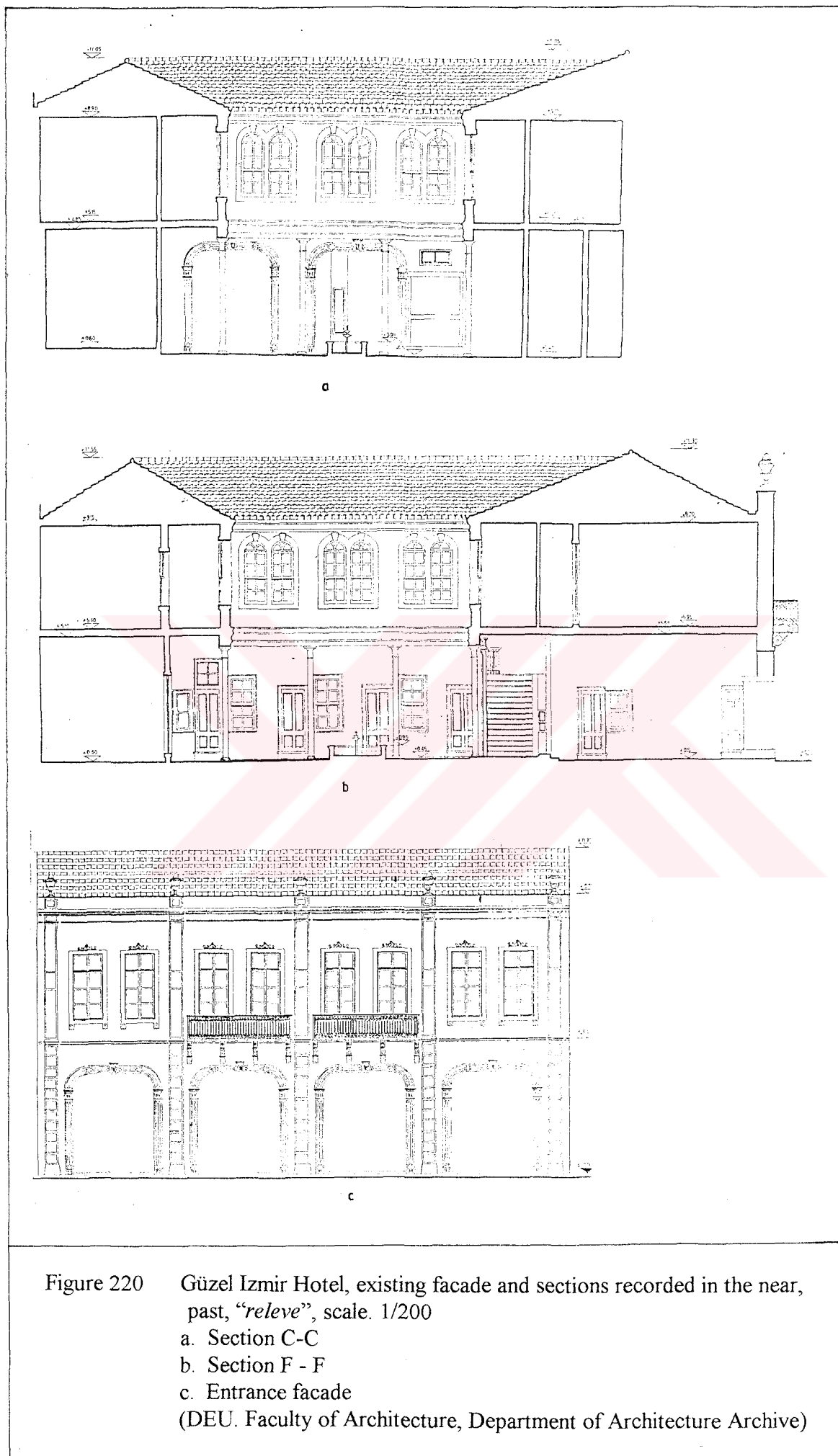


Figure 220 Güzel İzmir Hotel, existing facade and sections recorded in the near, past, "releve", scale. 1/200
 a. Section C-C
 b. Section F - F
 c. Entrance facade
 (DEU. Faculty of Architecture, Department of Architecture Archive)



Figure 222 Güzel İzmir Hotel, a view from the Milli Kütüphane Street (Göztepe Tramvay Street)



Figure 223 Güzel İzmir Hotel, a view from the entrance



Figure 224 Güzel İzmir Hotel, one of the balconies and the doors opened to it



Figure 225 Güzel İzmir Hotel, one of the windows of the first floor and a part of the parapet



Figure 226 Güzel İzmir Hotel, a view from the courtyard



Figure 227 Güzel İzmir Hotel, the porch and the stairs

ADRES : Anafartalar Cad. No:5-7

YANASTIRMA TARİHİ : 24-0-3

ADA NO : 208

PARSEL NO : 26

CEMİYET ADI :

AD : ANAFARTALAR CAD. NO:5-7

TAPAK : MİMARİ ÇİZİM

KITABE : YAKİTİ

GENEL TANIM : İki katlı taş bir yapı

KORUMA DURUMU :

| | | | | | | | | | | | | | | |
|---|------|---------------|---|----------|---|---------|---|---------|---|----------------------|---|---------|---|---------|
| A | DI | TASITICI YAPI | A | DİS YAPİ | A | ÜST YAN | A | İÇ YAPİ | A | SÜZÜLENME ELEMANLARI | A | RUTUBET | A | TOK |
| B | ORİA | | B | | B | | B | | B | | B | | B | İZİ YAR |
| C | PERA | | C | | C | | C | | C | | C | | C | ÖZGELİ |

VAZİYET PLANI

ADA 208

ANAFARTALAR CADESİ

VEYSEL ÇIKMAZI

26

FOTOGRAF

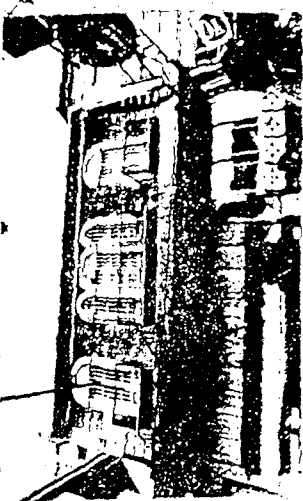


Figure 229 The old registration form of Hadji Ali Pasha Hotel and a photograph of the hotel (Archive of Izmir Conservation Council of Cultural and Natural Entities, Numbered 1)

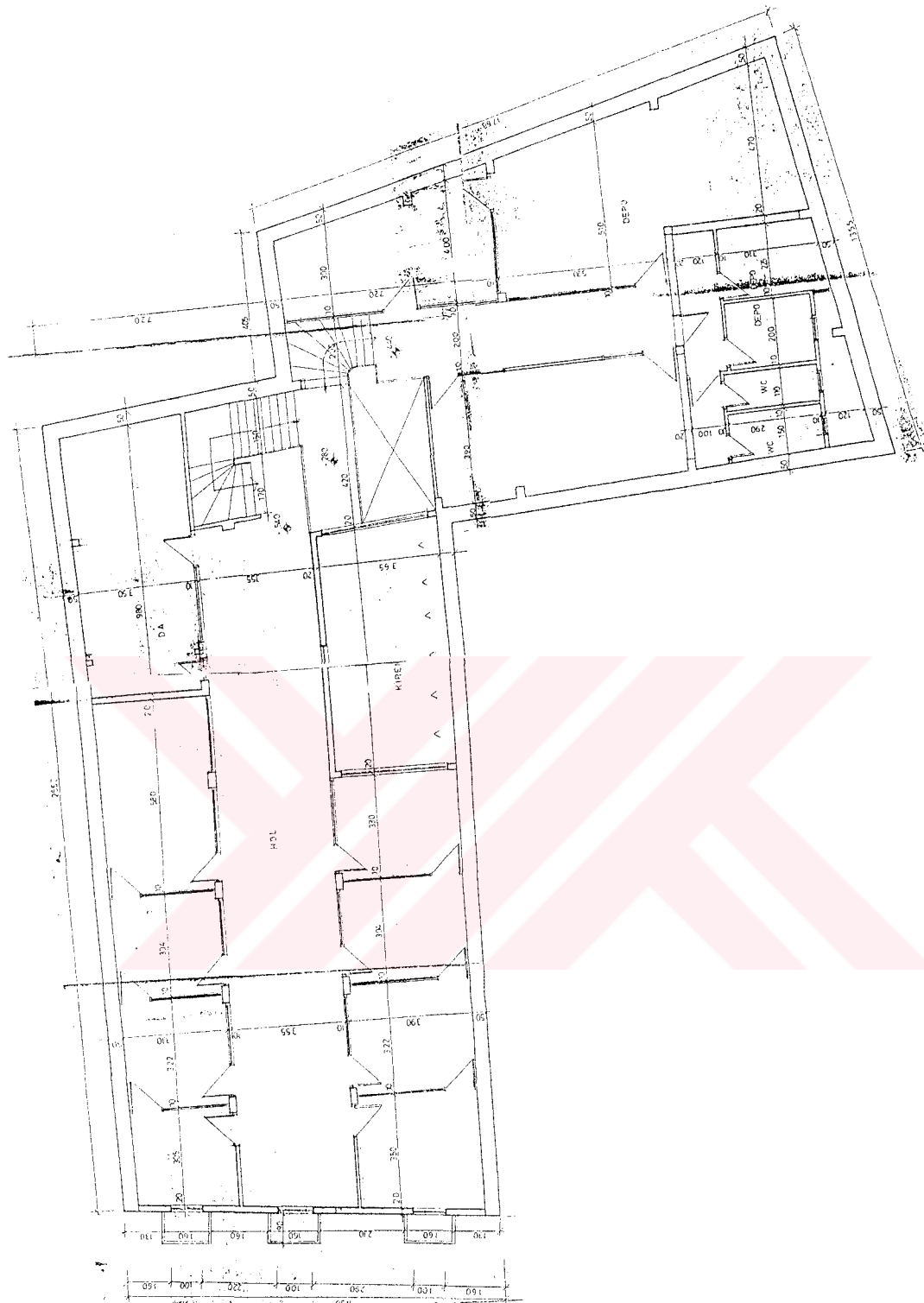


Figure 230 An example for the damaging applications realized in recent times at Hadji Ali Pasha Hotel, the upper floor plan modified by the covering of the courtyard, scale: 1/200.
(Archive of Izmir Conservation Council of Cultural and Natural Entities, Numbered 1)



Figure 231 Hadji Ali Pasha Hotel, a view from Anafartalar Street (Hükümet Street) after the fire (Archive of Izmir Conservation Council of Cultural and Natural Entities, Numbered 1)



Figure 232 Hadji Ali Pasha Hotel, a sight from the interior spaces after the fire. (Archive of Izmir Conservation Council of Cultural and Natural Entities, Numbered 1)



Figure 234 Cadastral map numbered 30, drawn in 10.05.1931 and copied in 23.02.1951 (On the right corner, the Hadji Hasan and Gaffarzade Hotels take place)

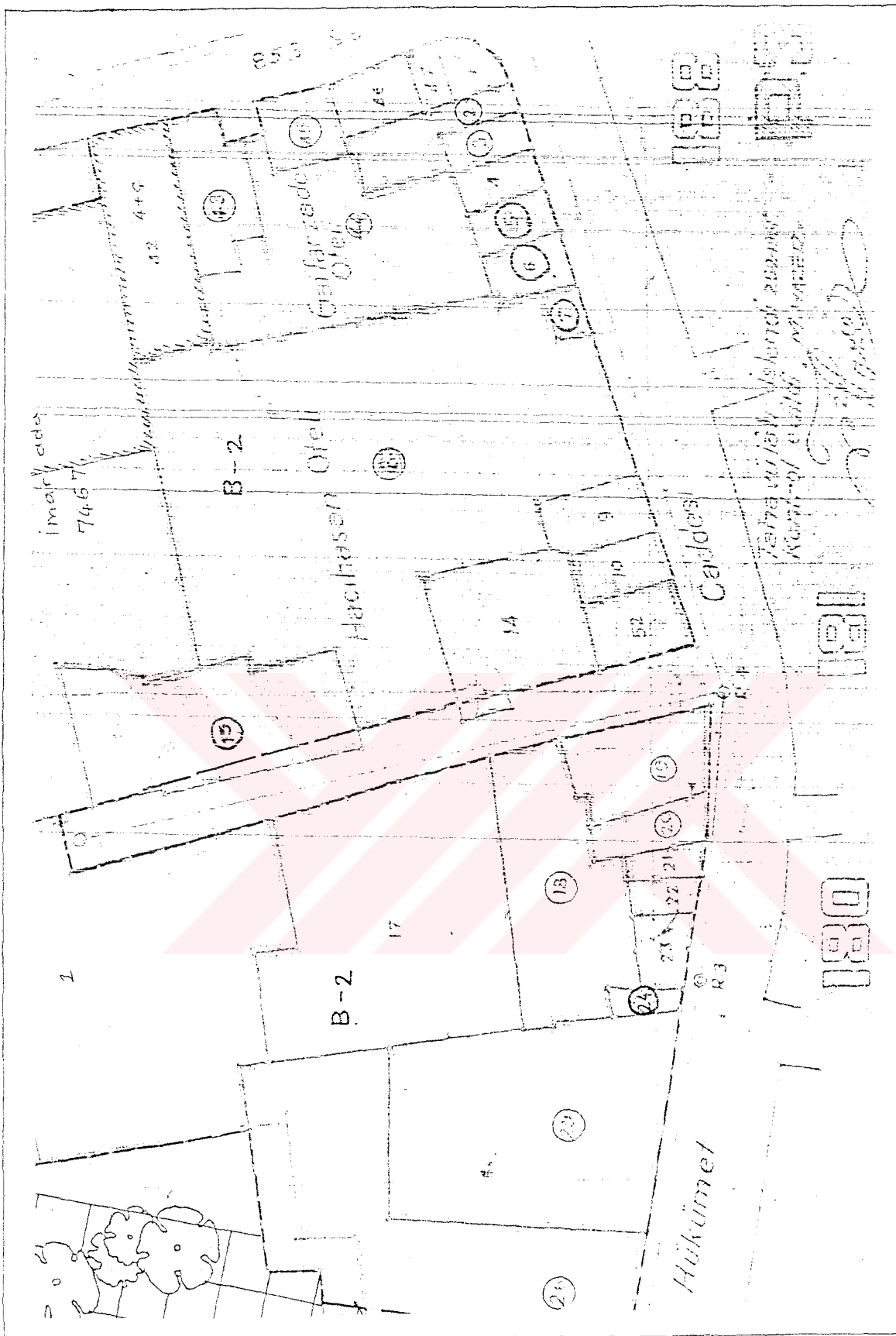


Figure 235 Detail from cadastral map numbered 30, drawn in 10.05.1931 and copied in 23.02.1951, Hadji Hasan and Gaffarzade Hotels. (Archive of Izmir Conservation Council of Cultural and Natural Entities, Number 1)

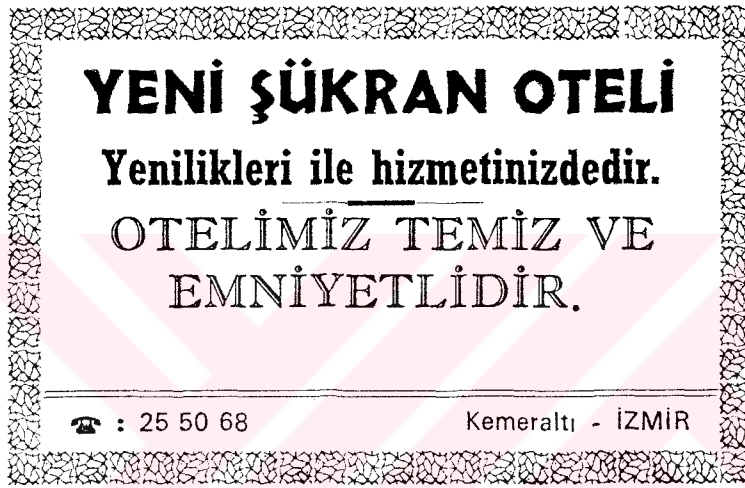


Figure 236 Visiting Card of Yeni Şükran Hotel (Yeni Şükran Hotel, is at your service with all its innovations. Our hotel is clean and safe. Kemeraltı-İzmir)



Figure 237 Hadji Hasan (Yeni Şükran) Hotel, plan of existing ground floor recorded in the near past, "releve", scale: 1/200

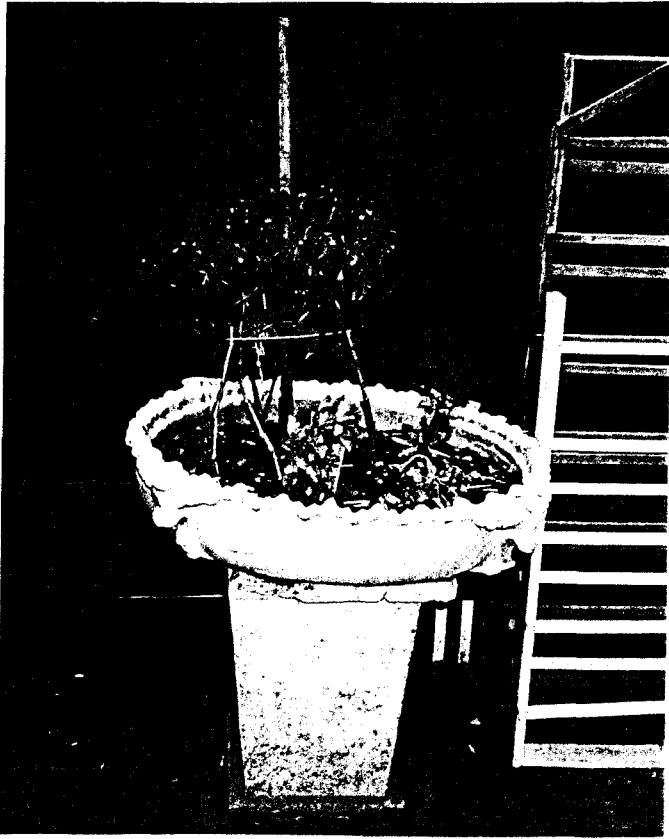


Figure 238 Hadji Hasan (Yeni Şükran) Hotel, the old pool which currently is being used as a flower stand.

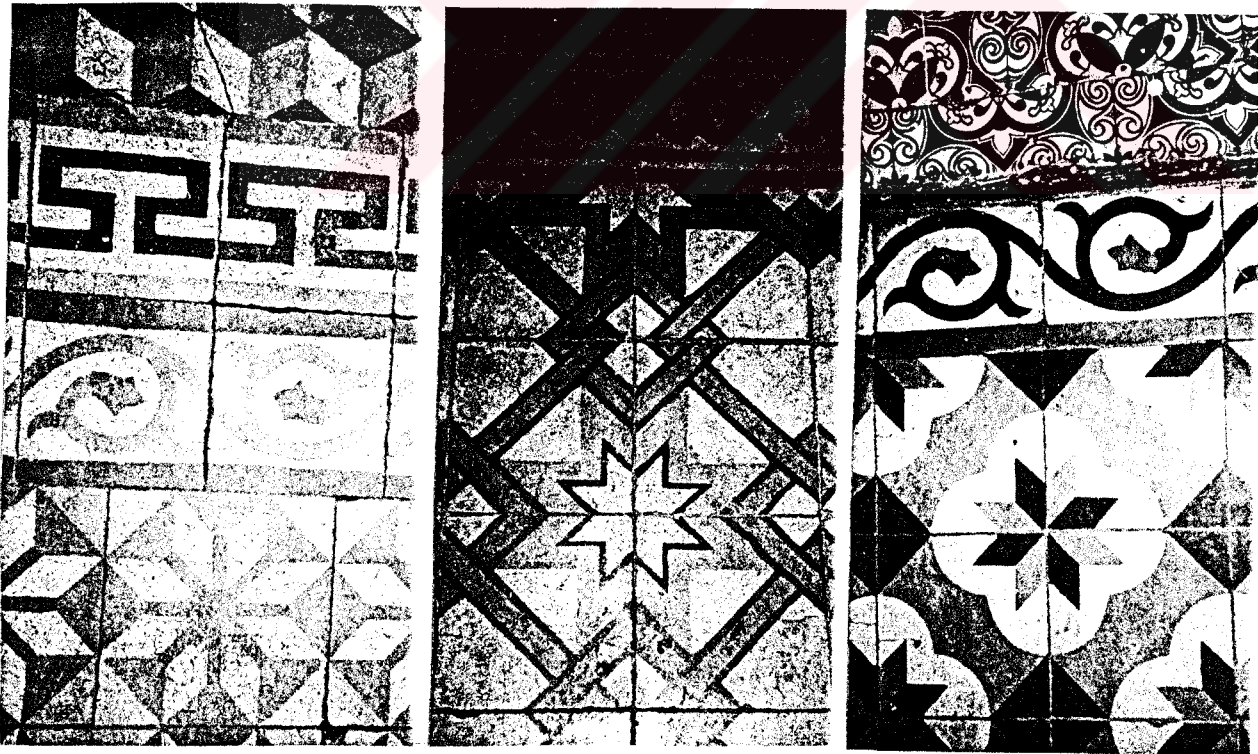


Figure 239 Hadji Hasan (Yeni Şükran) Hotel, floor coverings
 a.,b. Courtyard covering
 c. Room and hall coverings



Figure 240 Hadji Hasan (Yeni Şükran) Hotel, a view from the courtyard entrance



Figure 241 Hadji Hasan (Yeni Şükran) Hotel, the ceiling of the courtyard entrance

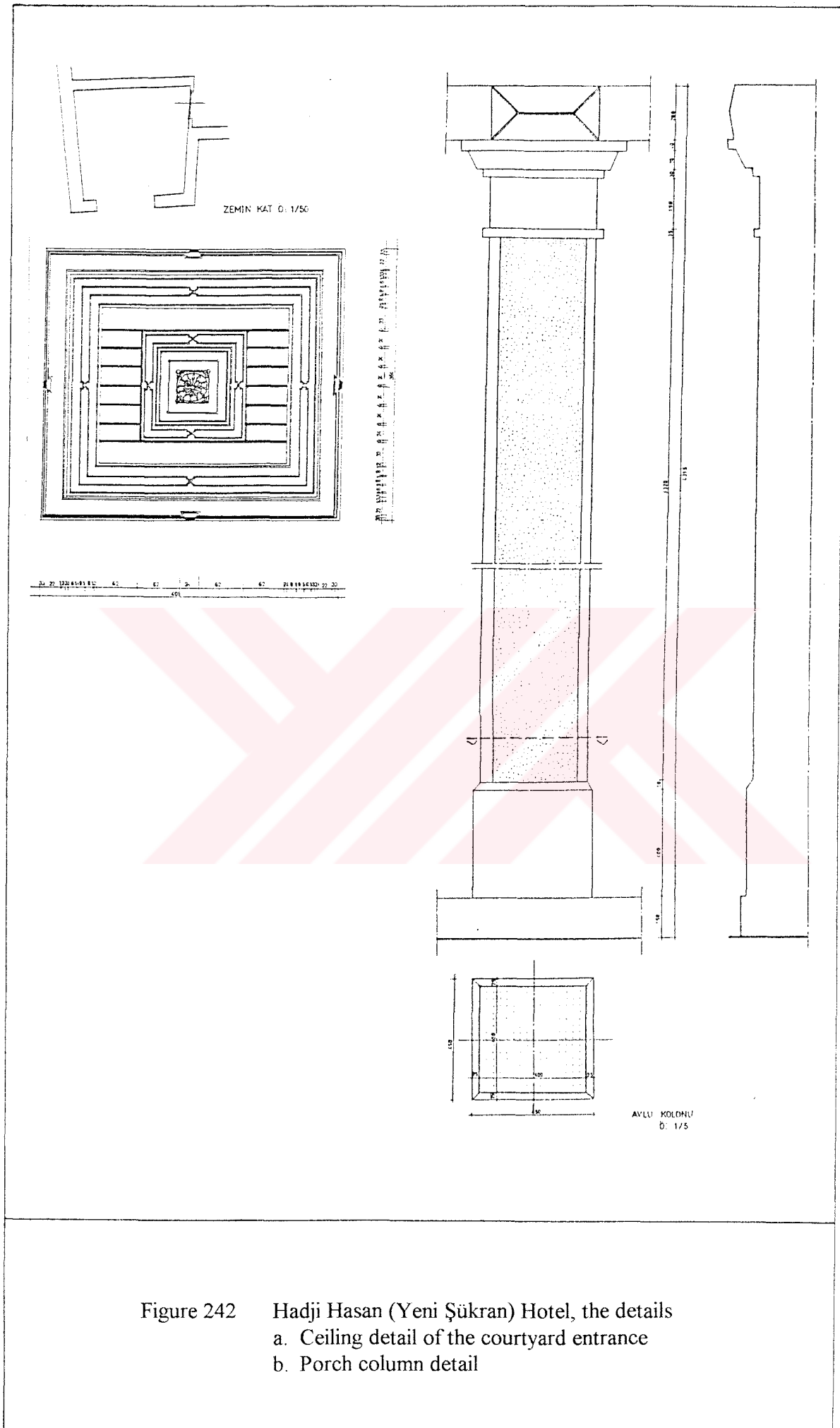


Figure 242 Hadji Hasan (Yeni Şükran) Hotel, the details
 a. Ceiling detail of the courtyard entrance
 b. Porch column detail



Figure 243 Hadji Hasan (Yeni Şükran) Hotel, a sight from the hotel hall

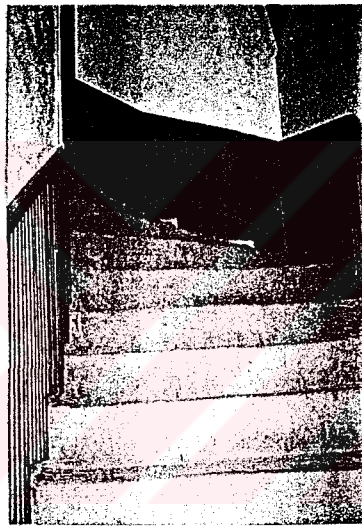


Figure 244 Hadji Hasan (Yeni Şükran) Hotel, the stairs from the hotel hall towards the upper floor

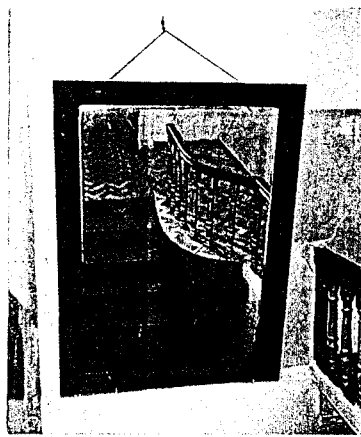


Figure 245 Hadji Hasan (Yeni Şükran) Hotel, a view from the staircase well on the first floor

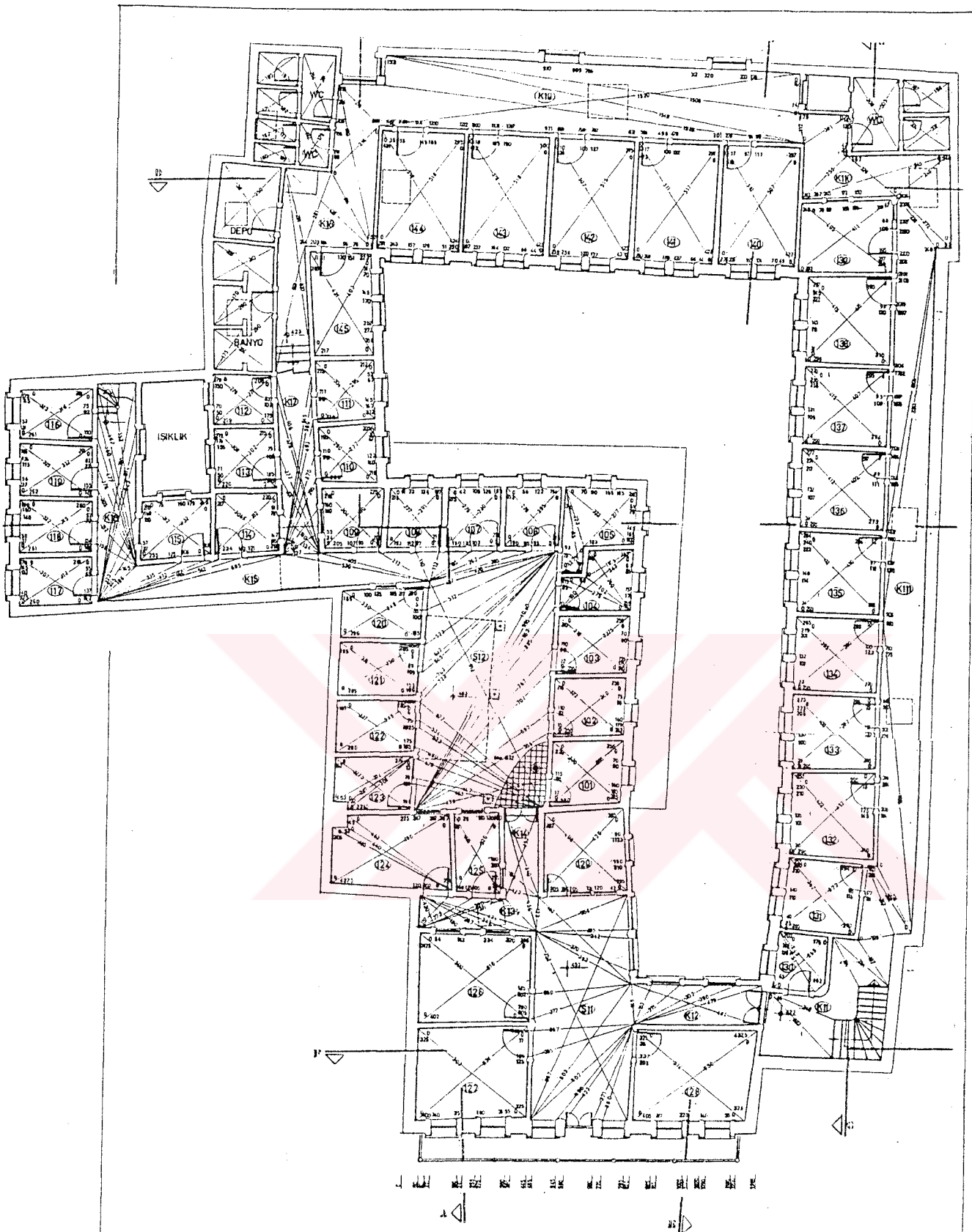
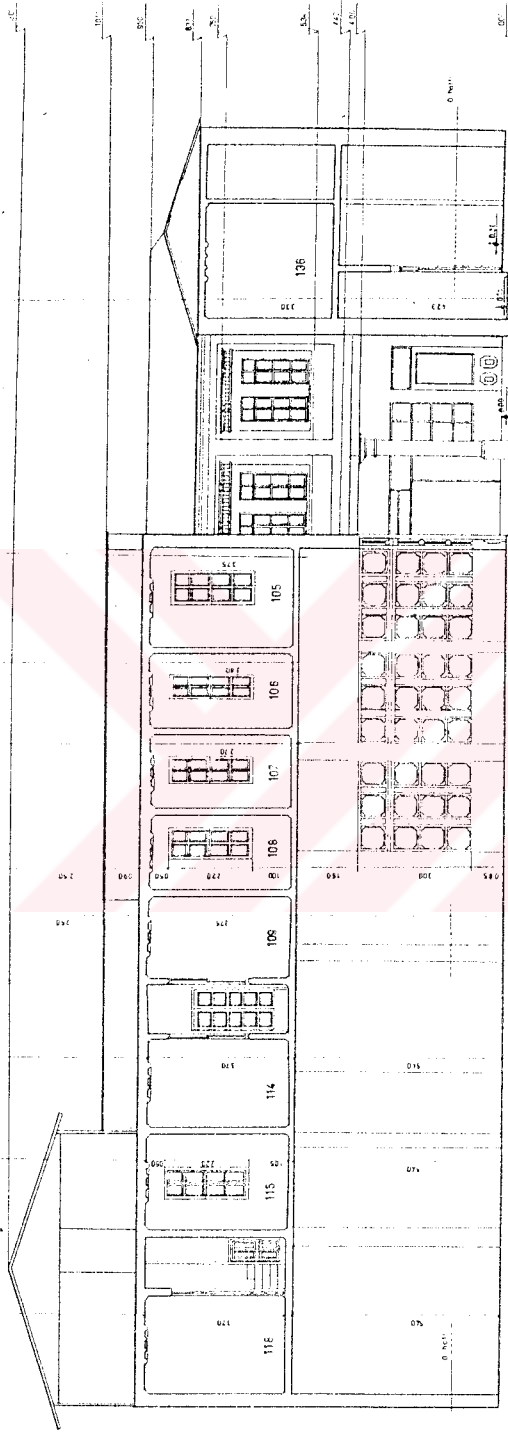


Figure 246 Hadji Hasan (Yeni Şükran) Hotel, plan of existing first floor recorded in the near past, "releve", scale: 1/200



Şİ 01

Figure 248 Hadji Hasan (Yeni Şükran) Hotel, section B-B (releve), scale: 1/200

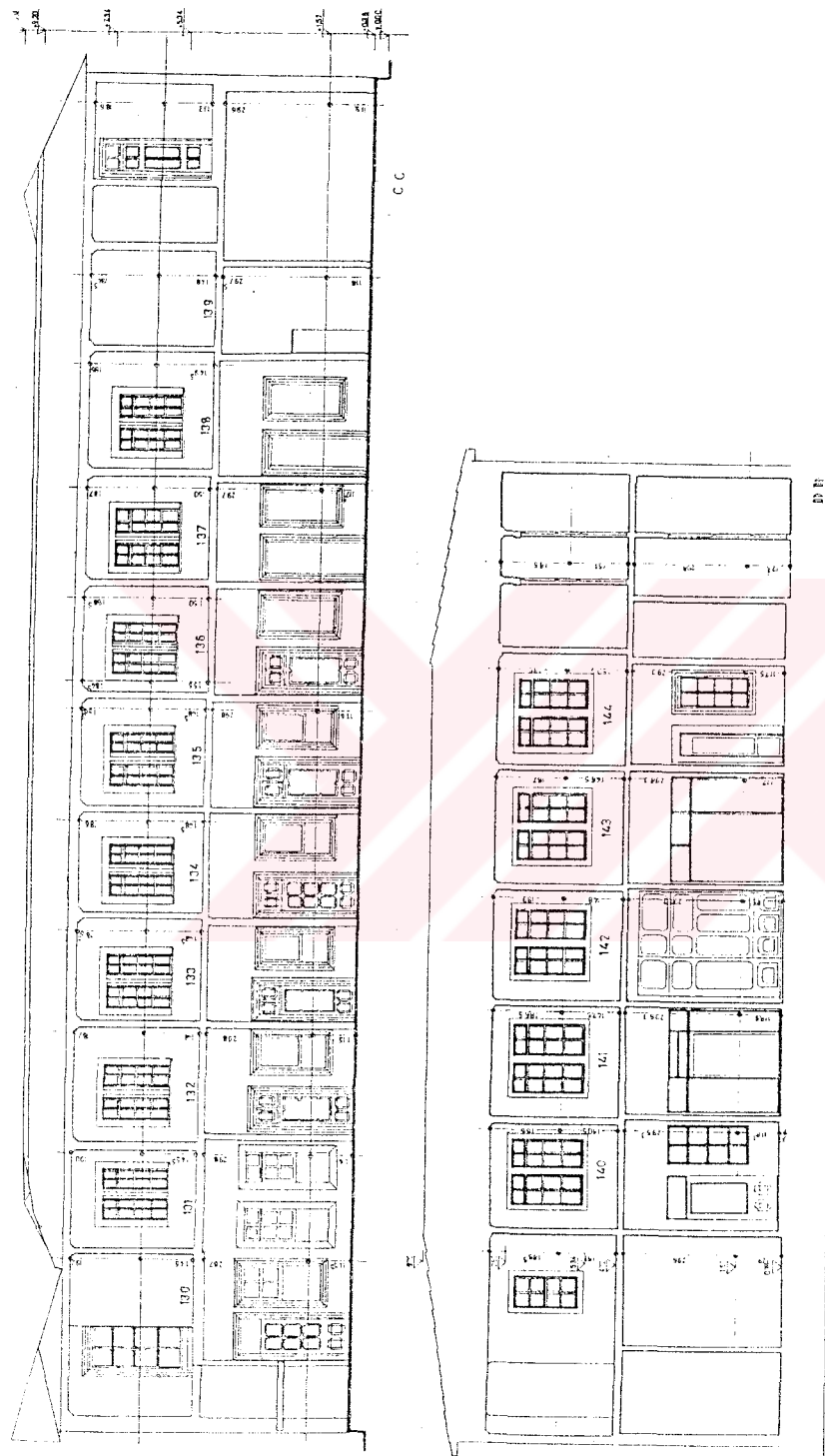


Figure 249 Hadji Hasan (Yeni Şükran) Hotel, sections, (releve), scale: 1/200
a. Section C-C
b. Section D-D



a



b

Figure 250 Hadji Hasan (Yeni Şükran) Hotel, The original furniture placed at the first floor



Figure 251 a., b., c. Hadji Hasan (Yeni Şükran) Hotel, the original consoles placed at the first floor

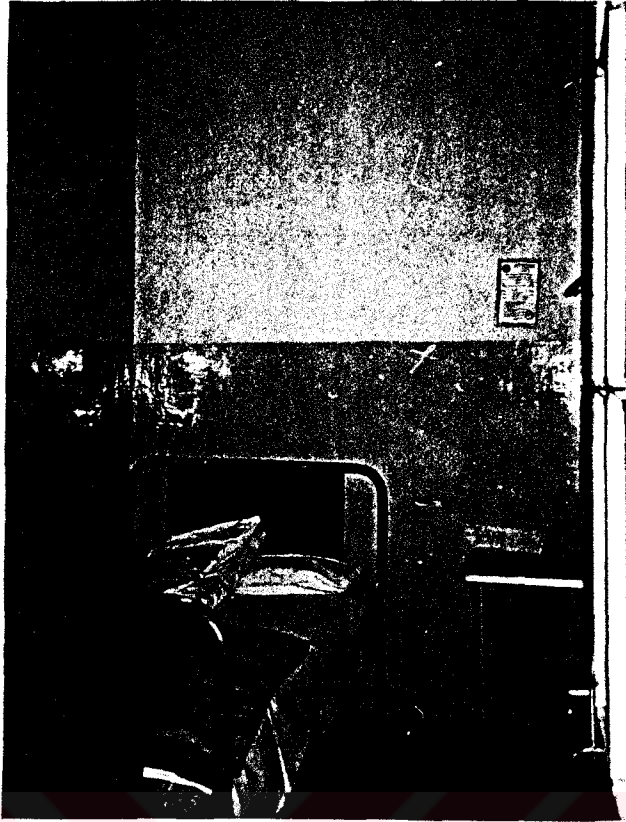


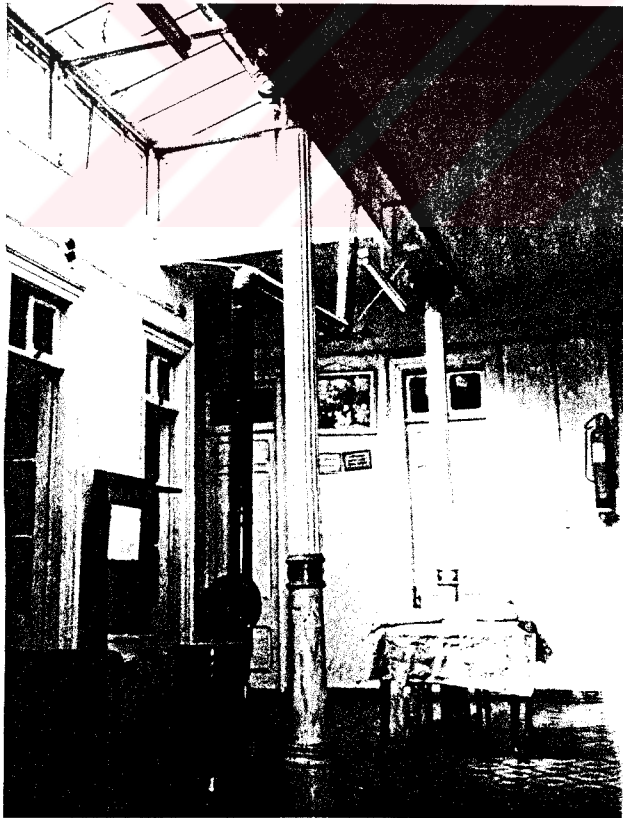
Figure 252 Hadji Hasan (Yeni Şükran) Hotel, a sight from the single-rooms



Figure 253 Hadji Hasan (Yeni Şükran) Hotel, a sight from the double-rooms



a



b

Figure 254 Hadji Hasan (Yeni Şükran) Hotel, horizontal circulation applications.
 a. Corridors
 b. The sofa

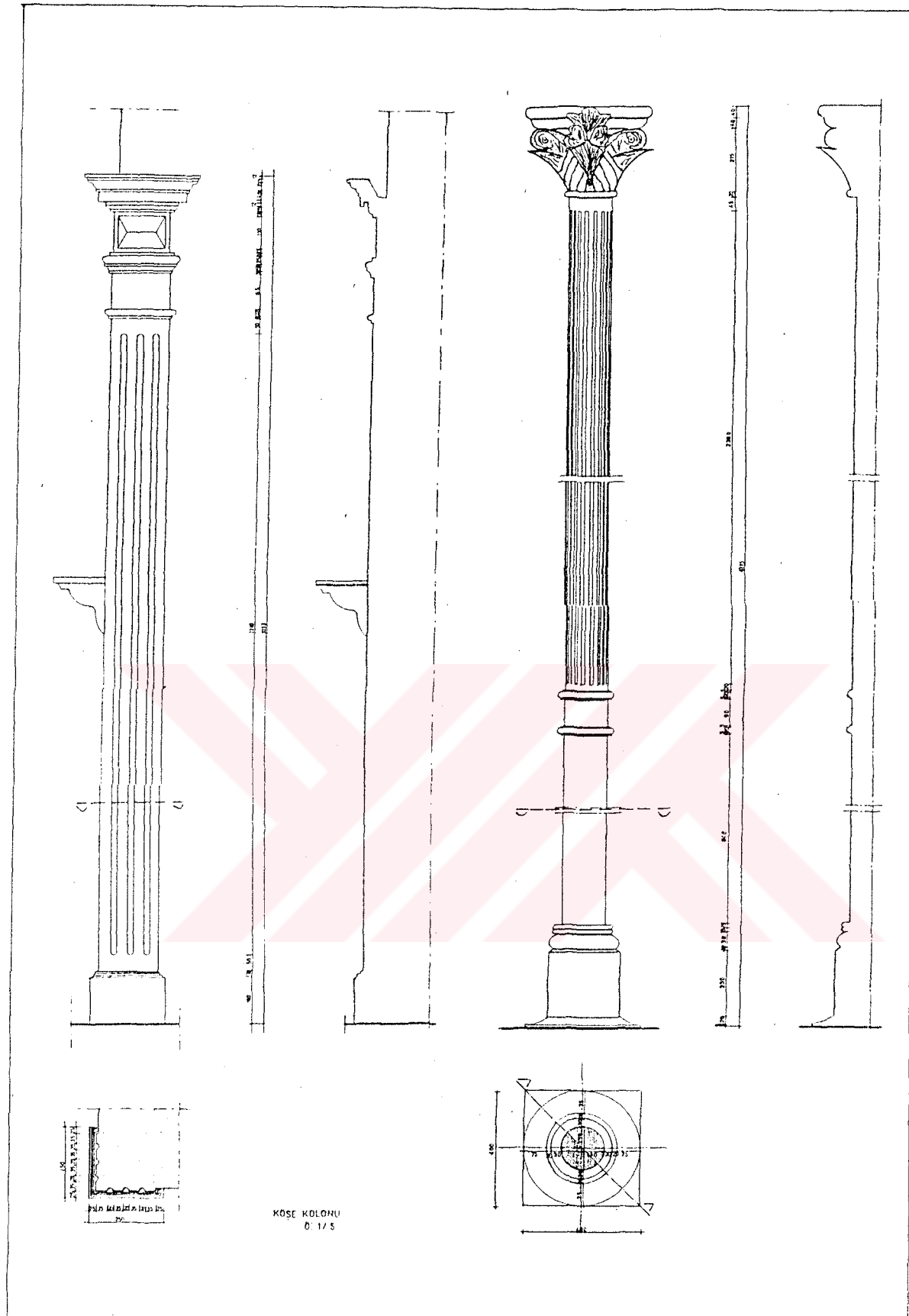


Figure 255 Hadji Hasan (Yeni Şükran) Hotel, column details of the first floor
 a. The corner column detail of the corridor
 b. Column detail of the sofa

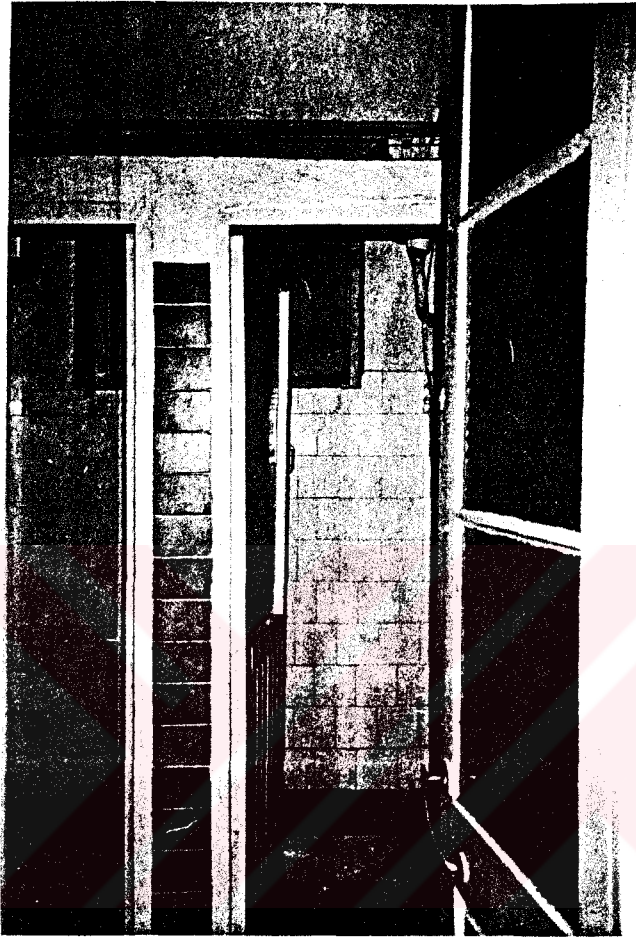


Figure 256 Hadji Hasan (Yeni Şükran) Hotel, the toilets

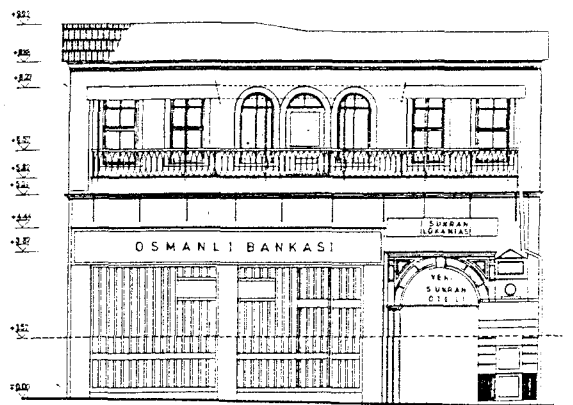


Figure 258 Hadji Hasan (Yeni Şukran) Hotel, existing facade recorded in the near past, “releve”, scale: 1/200

a. The entrance facade

b. The courtyard facade (the short wing with porch)



Figure 259 Hadji Hasan (Yeni Şükran) Hotel, a view from Anafartalar Street (Hükümet Street), in 1994.



Figure 260 Hadji Hasan (Yeni Şükran) Hotel, a view from Anafartalar Street (Hükümet Street), in 1998.



Figure 261 Hadji Hasan (Yeni Şükran) Hotel, the entrance door of the courtyard



Figure 262 Hadji Hasan (Yeni Şükran) Hotel, the fountain not functioning because of the pedlars and the epitaph



Figure 263 The old sight of Hadji Hasan (Yeni Şükran) Hotel, (the building with lattice on the left hand side)
(Archive of Ç. Atay)



Figure 264 Hadji Hasan (Yeni Şükran) Hotel, a view from Veysel Cul-de-sac



Figure 265 Hadji Hasan (Yeni Şükran) Hotel, the parts of the building holding different characteristics

- The integration of the parts where the restaurant is placed at (the upgraded part), together with the part with porch.
- The integration of the parts where the restaurant is placed at, together with the one where the courtyard entrance is at.

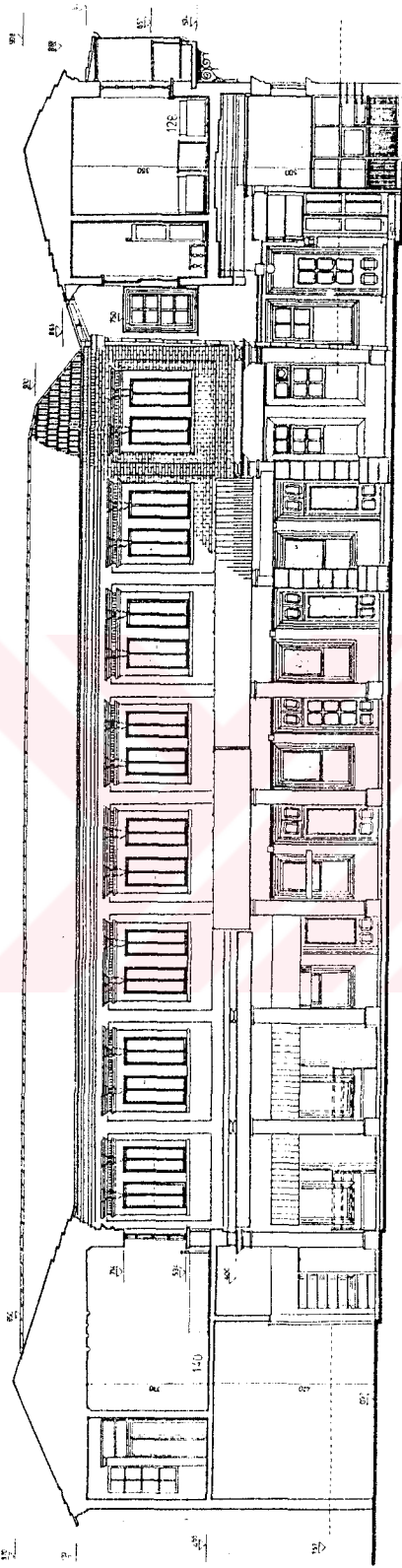


Figure 266 Hadji Hasan (Yeni Şükran) Hotel, section G-G, courtyard facade
(relevés), scale: 1/200



Figure 267 Hadji Hasan (Yeni Şükran) Hotel, a sight from the entrance side of the courtyard



Figure 268 Hadji Hasan (Yeni Şükran) Hotel, a sight towards the courtyard from the entrance

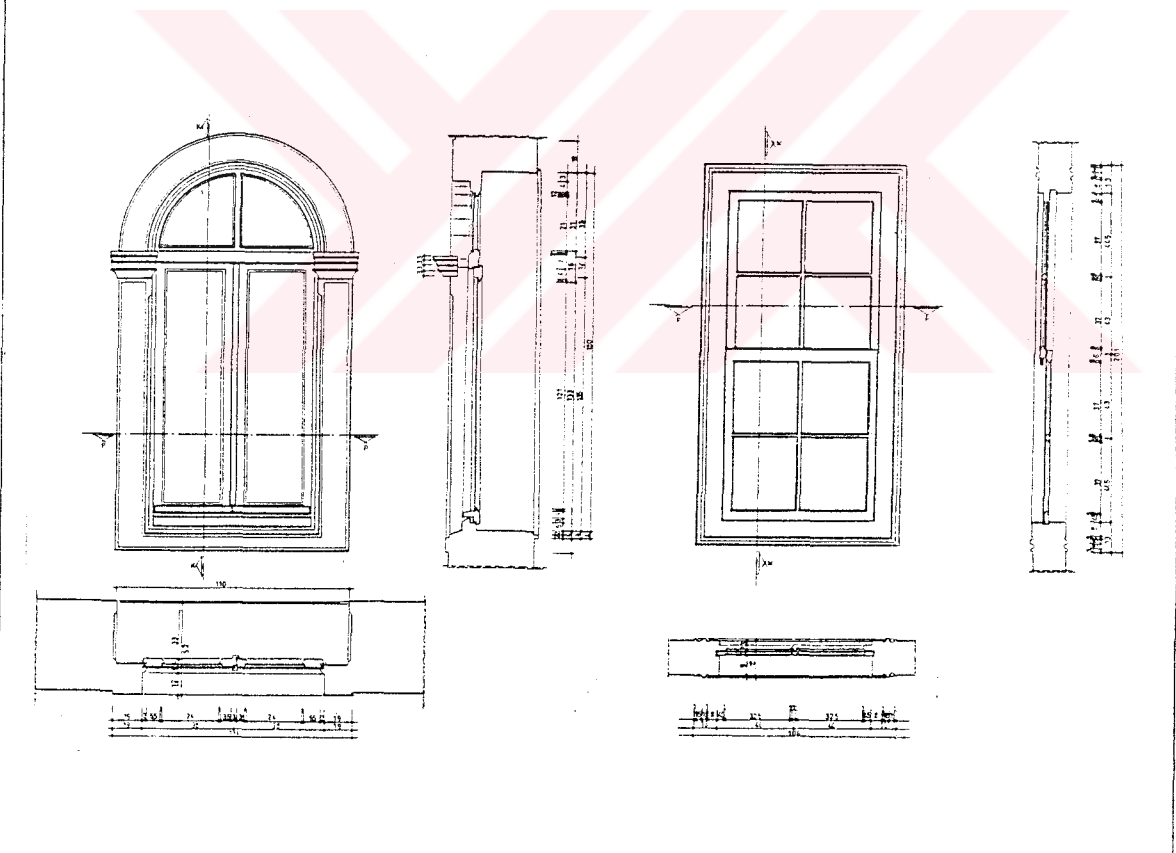
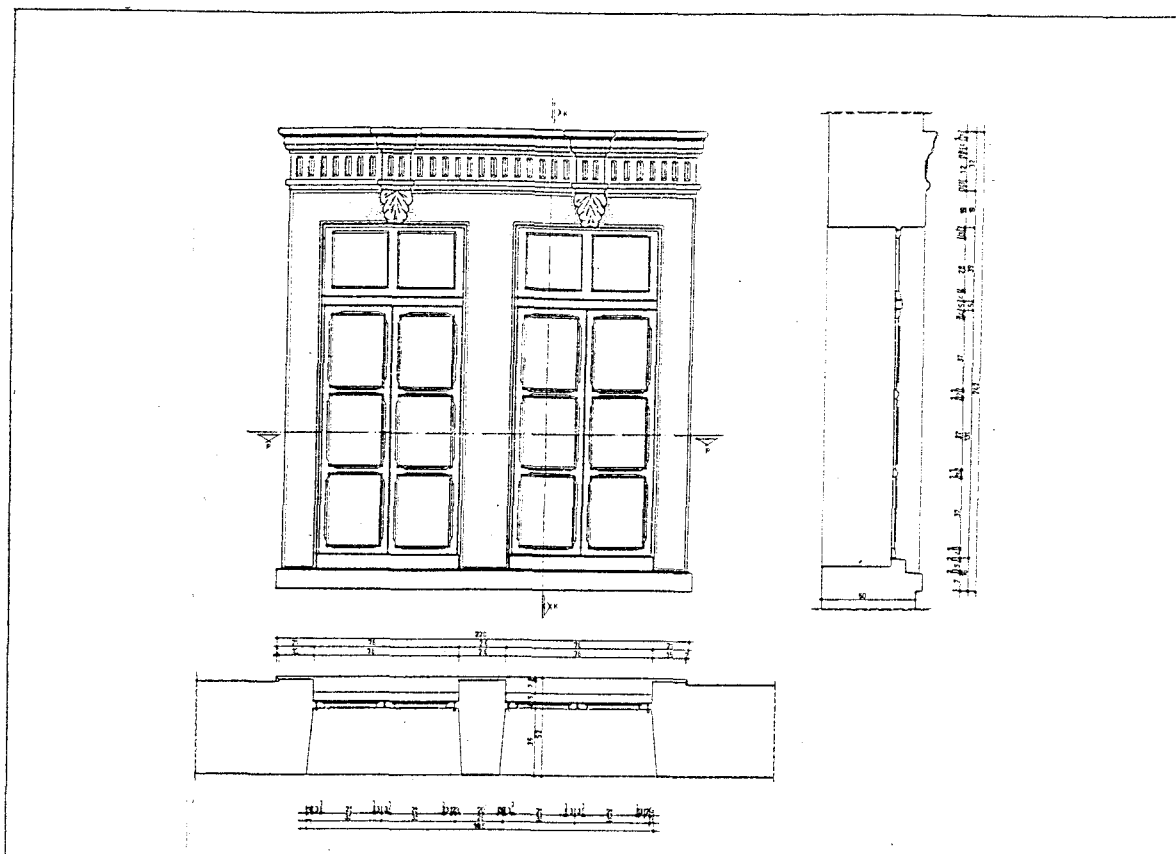


Figure 269 Hadji Hasan (Yeni Şükran) Hotel, window samples

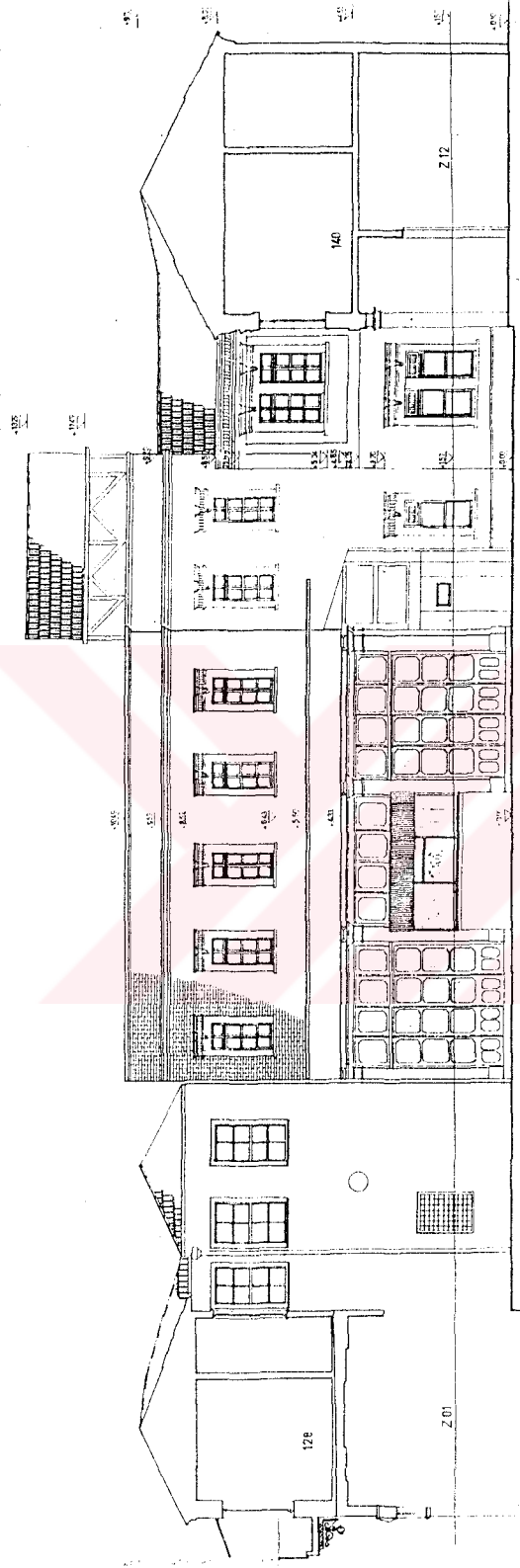


Figure 270 Hadji Hasan (Yeni Şükran) Hotel, section E-E, courtyard facade (relevés), scale: 1/200

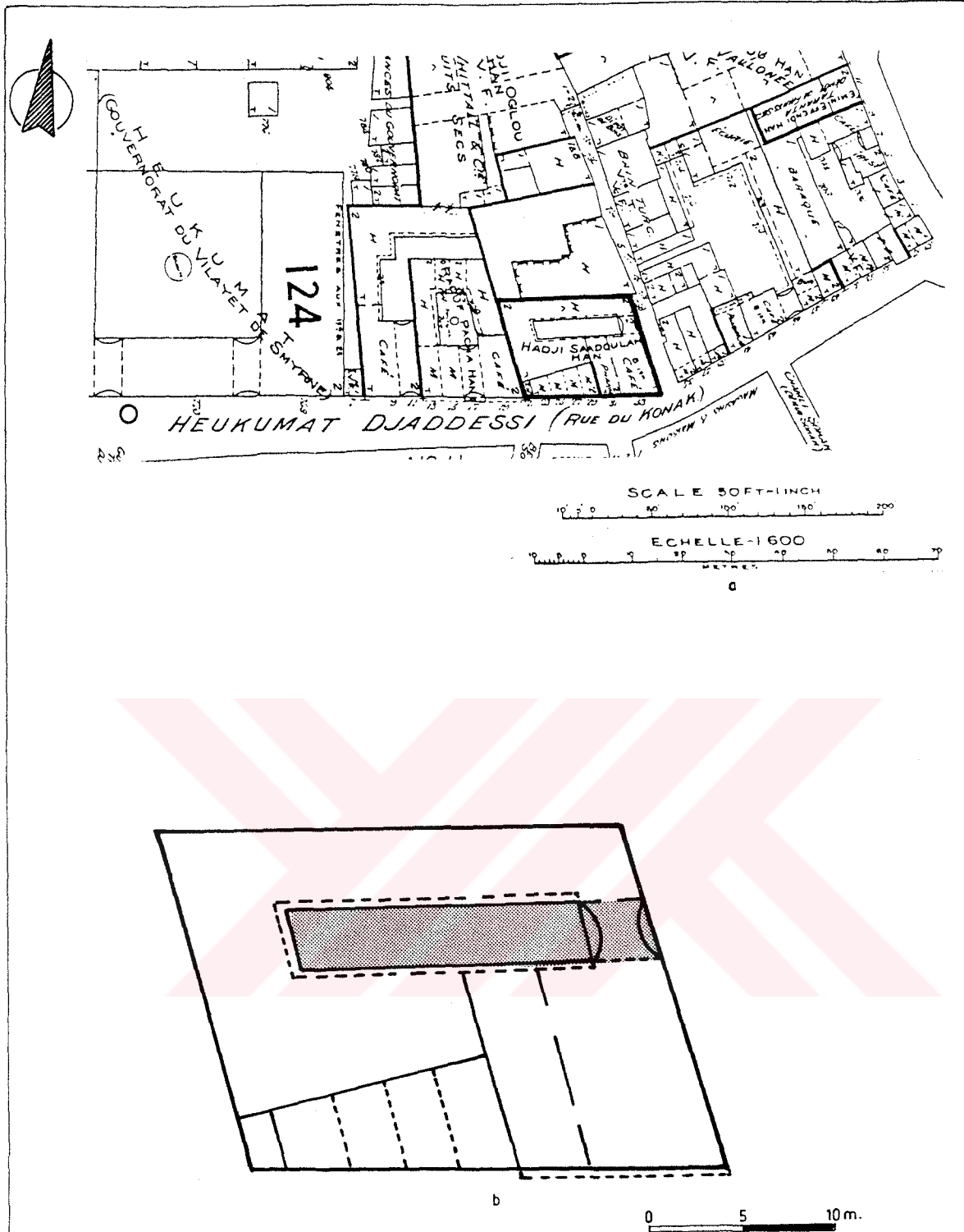


Figure 272 The Early scheme of Hadji Sadullah Hotel
 a. Site plan
 b. Plan scheme (re-drawing from Plan d'Assurance de Smyrne)
 (Goad, 1905, map 7)

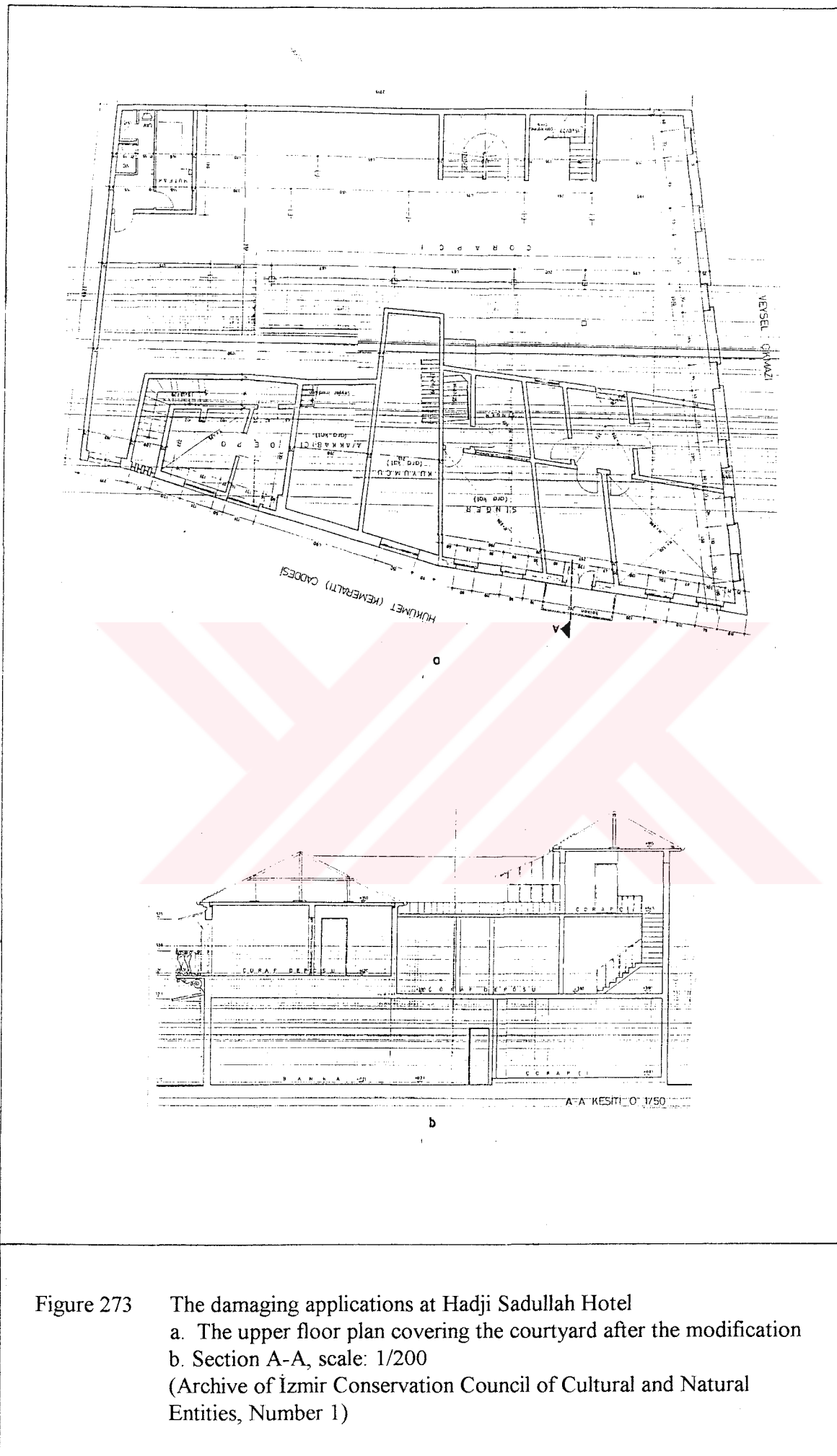


Figure 273 The damaging applications at Hadji Sadullah Hotel
 a. The upper floor plan covering the courtyard after the modification
 b. Section A-A, scale: 1/200
 (Archive of İzmir Conservation Council of Cultural and Natural Entities, Number 1)

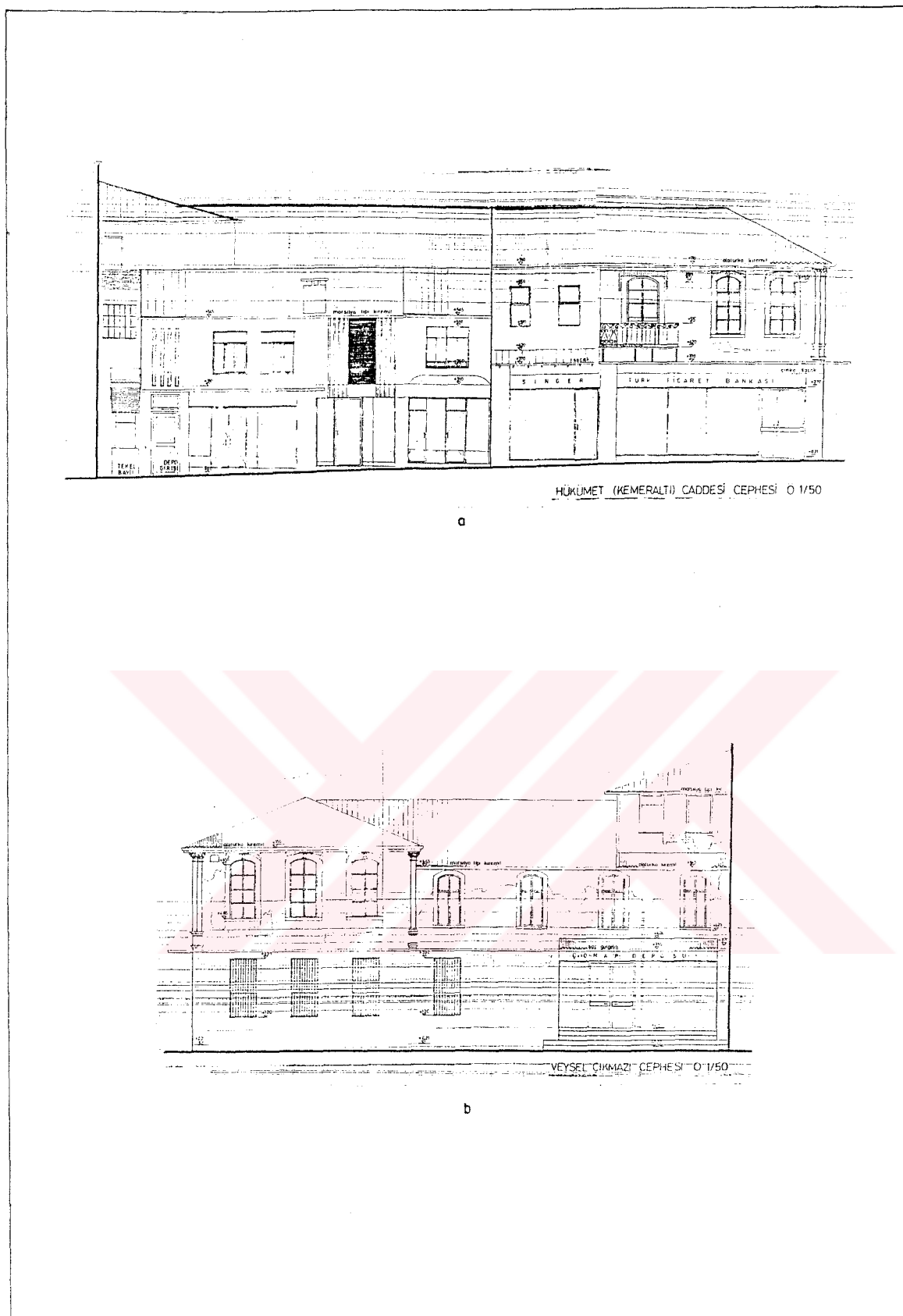


Figure 274 Hadji Sadullah Hotel, “releve”s of damaged facades,
scale 1/200

a. Anafartalar Street (Hükümet Street) facade

b. Veysel Cul-de-sac facade

(Archive of İzmir Conservation Council of Cultural and Natural
Entities, Number 1)



Figure 275 Hadji Sadullah Hotel, a view from Anafartalar Street (Hükümet Street)



Figure 276 Hadji Sadullah Hotel, the balcony and the door opened to.



Figure 277 Hadji Sadullah Hotel, a view from Veysel cul-de-sac



Figure 278 Hadji Sadullah Hotel, one of the upper floor windows facing the Veysel Cul-de-sac.



Figure 279 The buildings located at the parcel of Kemahlı (Kemahlı İbrahim Bey) Hotel in 1905, Tellalbaşı Yeni Khan and Kemahlı İbrahim Bey Khan (Goad, 1905, map 11)

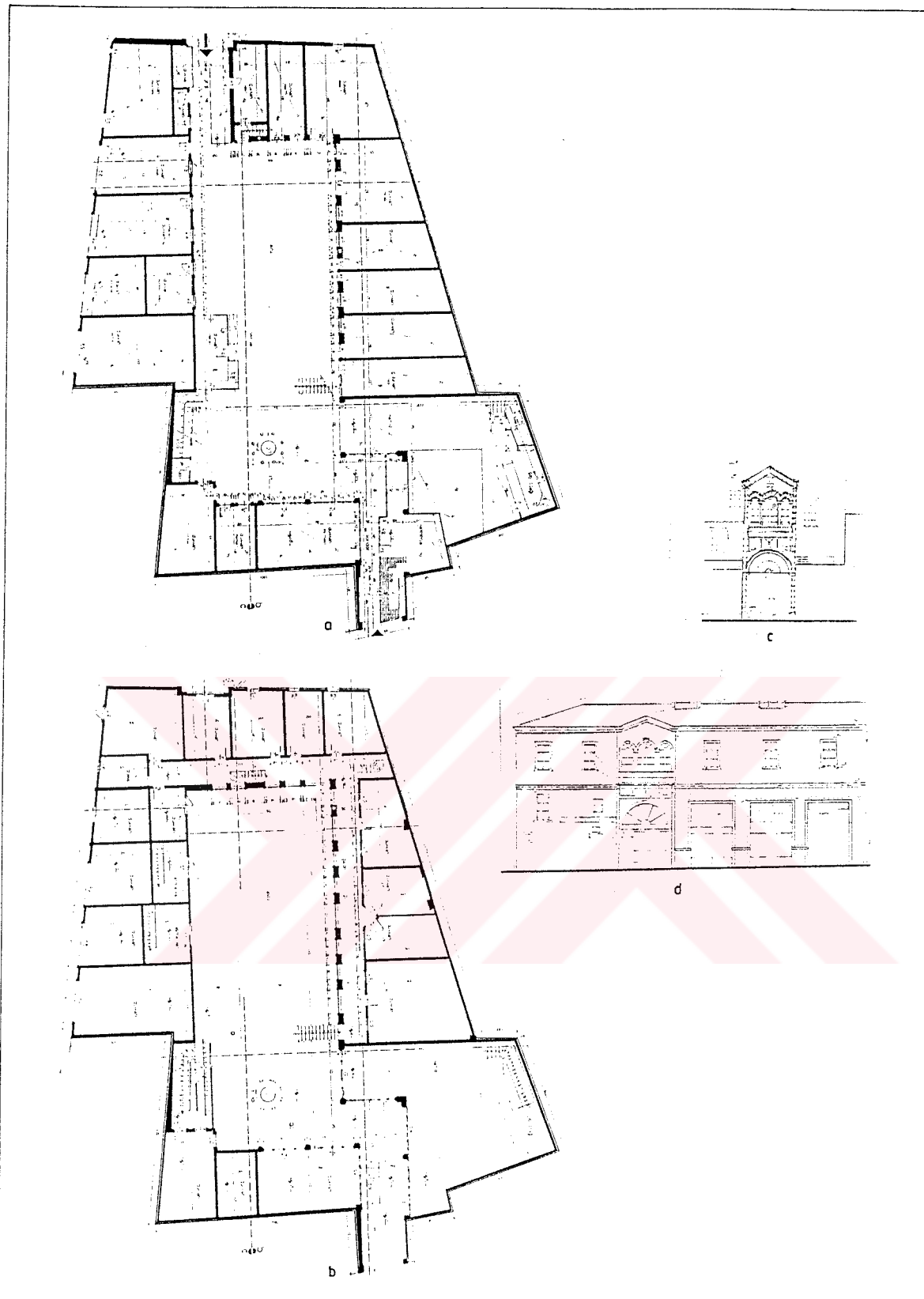


Figure 280 Kemahlı (Kemahlı İbrahim Bey) Hotel, plans and facades, “releve”
scale:1/400

a. Ground floor plan

b. Mezzanine floor plan

c. Anafartalar Street (Hükümet Street) facade

d. Facade of Baruthane road

(Archive of Izmir Conservation Council of Cultural and Natural
Entities, Number 1)

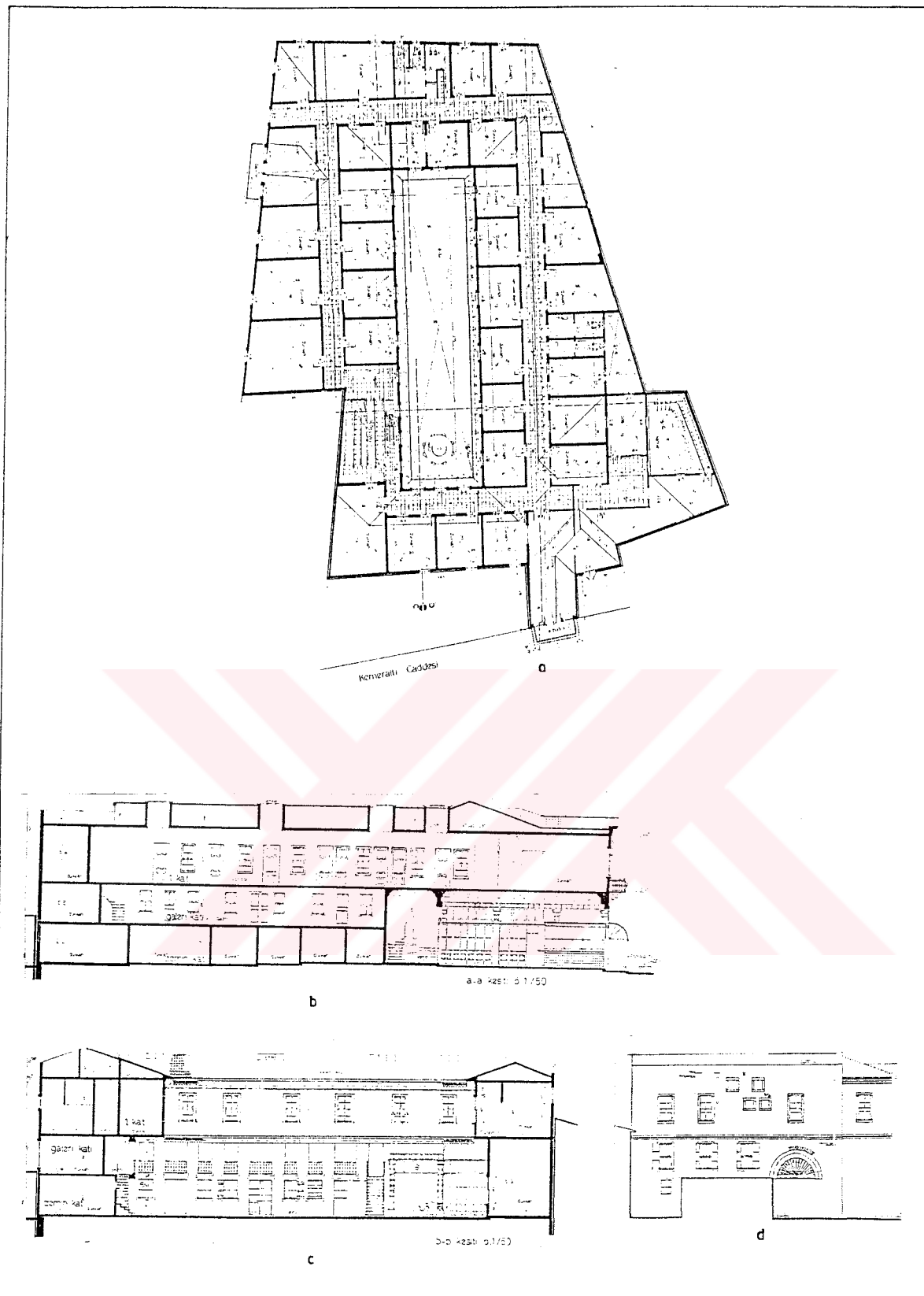


Figure 281 Kemahlı (Kemahlı İbrahim Bey) Hotel, plan, section and facade relevés, scale: 1/400

- First floor plan
- Section A-A
- Section B-B
- 852nd Road, the back facade
(Archive of İzmir Conservation Council of Cultural and Natural Entities, Numbered 1)



Figure 282 In a photograph dated to 1981, Kemahlı Hotel prior to the restoration (Müller-Wiener, 1982, p.447)

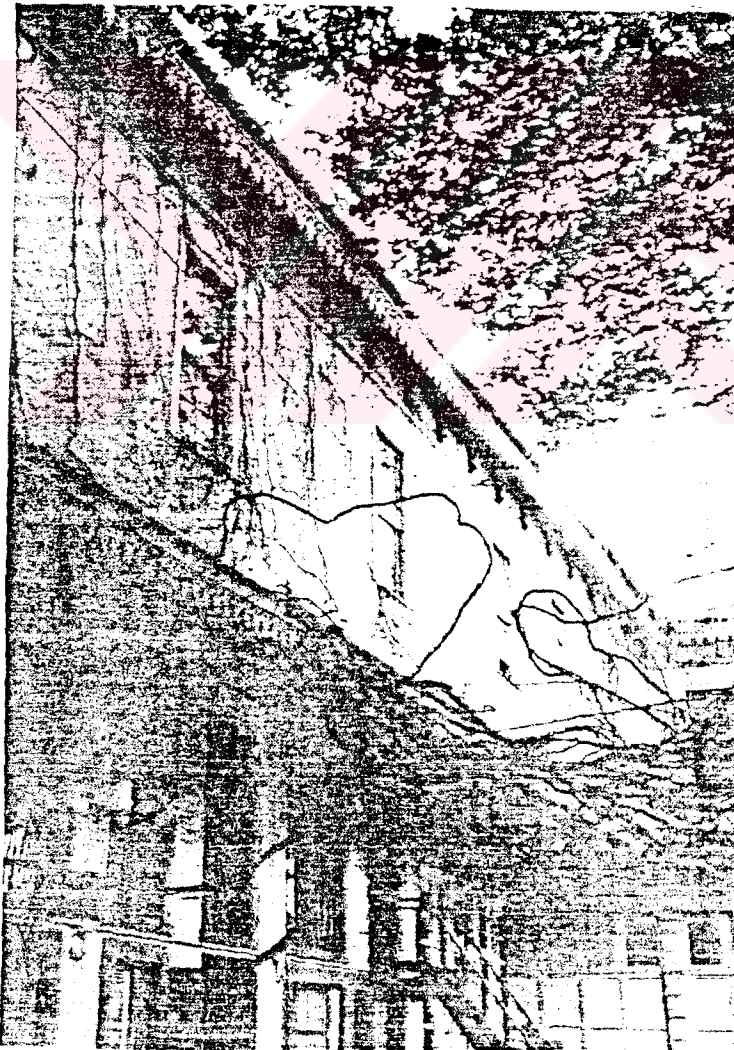
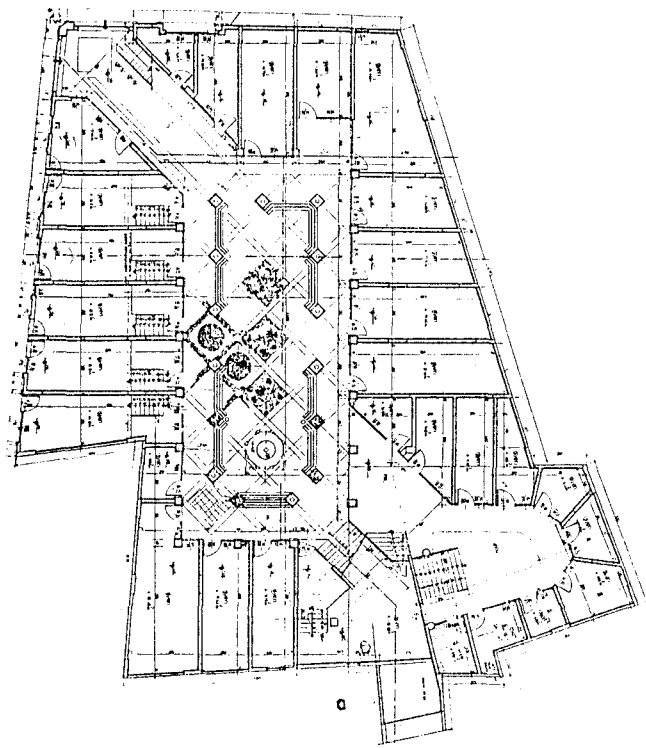
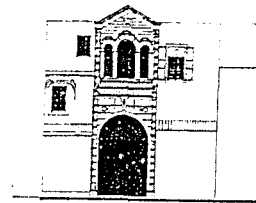


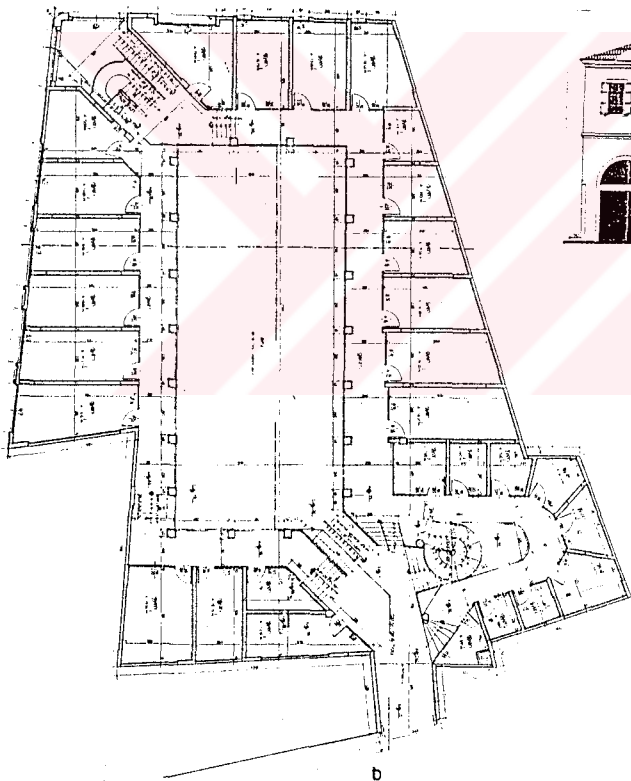
Figure 283 Kemahlı Hotel, a view from the courtyard prior to its restoration



a



c



b



d

Figure 284 Kemahlı (Kemahlı Ibrahim Bey) Hotel (Kemahlı Bazaar), restoration project, scale: 1/400
 a. Ground floor plan b. Mezzanine floor plan
 c. Anafartalar Street (Hükümet Street) facade
 d. 852nd Road (Baruthane Road) facade
 (Archive of İzmir Conservation Council of Cultural and Natural Entities, Numbered 1)



Figure 285 Kemahlı (Kemahlı İbrahim Bey) Hotel after restoration (Kemahlı Bazaar, a sight towards the courtyard from the entrance on Anafartalar Street



Figure 286 Kemahlı (Kemahlı İbrahim Bey) Hotel after restoration (Kemahlı Bazaar), a sight towards the courtyard from the entrance on 852nd Road



Figure 287 Kemahlı (Kemahlı İbrahim Bey) Hotel after restoration (Kemahlı Bazaar), the stairs to the courtyard placed at a lower level



Figure 288 Kemahlı (Kemahlı İbrahim Bey) Hotel after restoration (Kemahlı Bazaar), the stairs to the upper floor

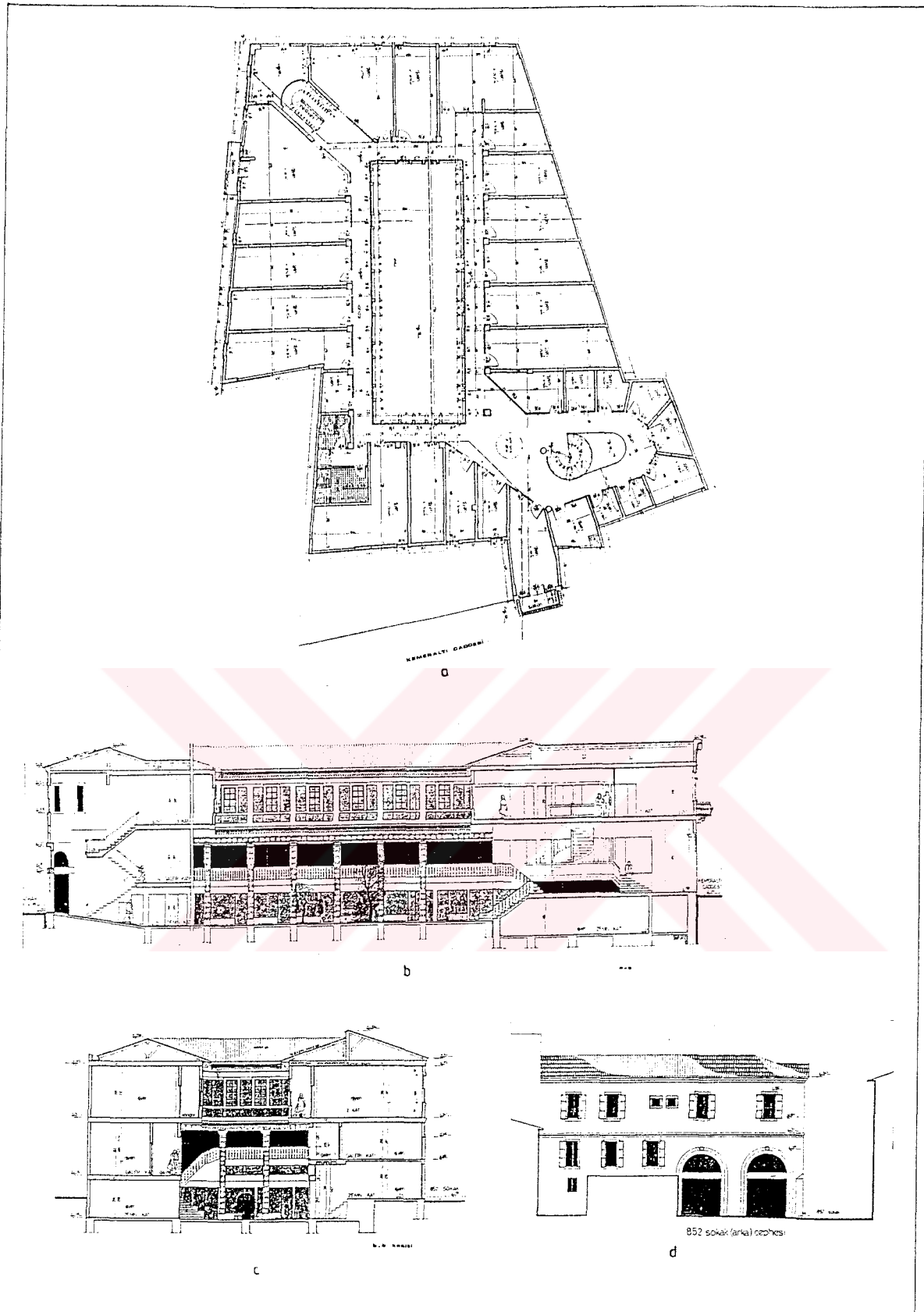


Figure 289 Kemahlı (Kemahlı İbrahim Bey) Hotel (Kemahlı Bazaar),
restoration project, scale: 1/400
a. First floor plan b. Section A-A
c. Section B-B
d. Facade of 852nd Road (back facade)
(Archive of İzmir Conservation Council of Cultural and Natural
Entities, Numbered 1)



Figure 290 Kemahli (Kemahli İbrahim Bey) Hotel after restoration (Kemahli Bazaar), a view from Anafartalar Street (Kemeraltı Street)



Figure 291 Kemahli (Kemahli İbrahim Bey) Hotel after restoration (Kemahli Bazaar), the view of the entrance

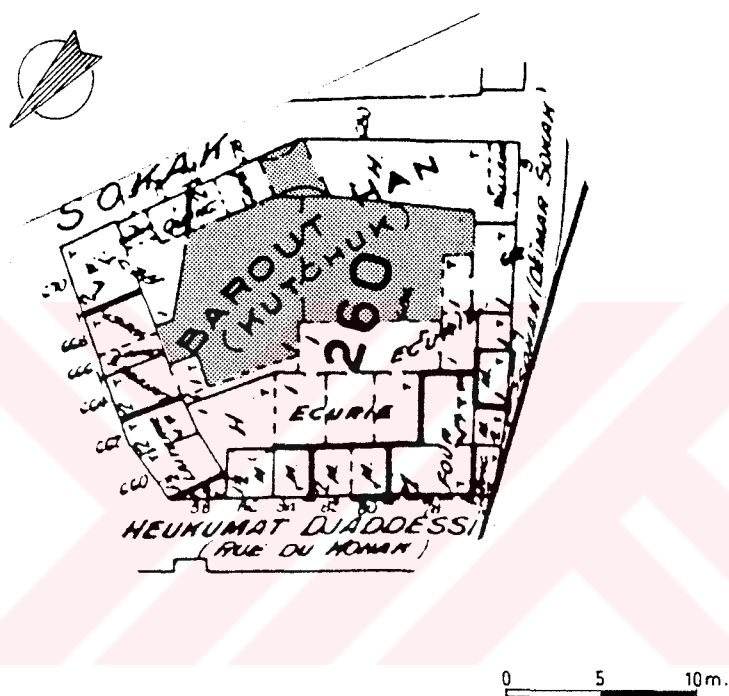
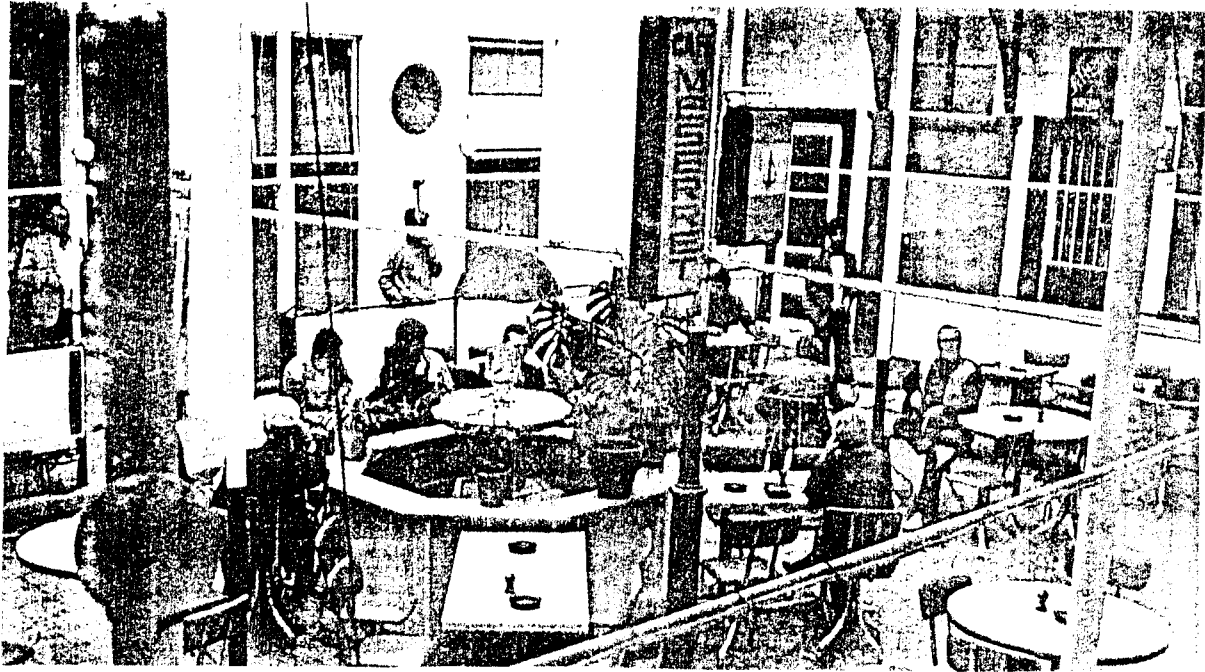


Figure 292 Küçük Barut Khan located at the parcel of Meserret Hotel in 1905
(Goad, 1905, map 11)



a



b

Figure 295 a.,b. Meserret Hotel, views from the courtyard prior to restoration

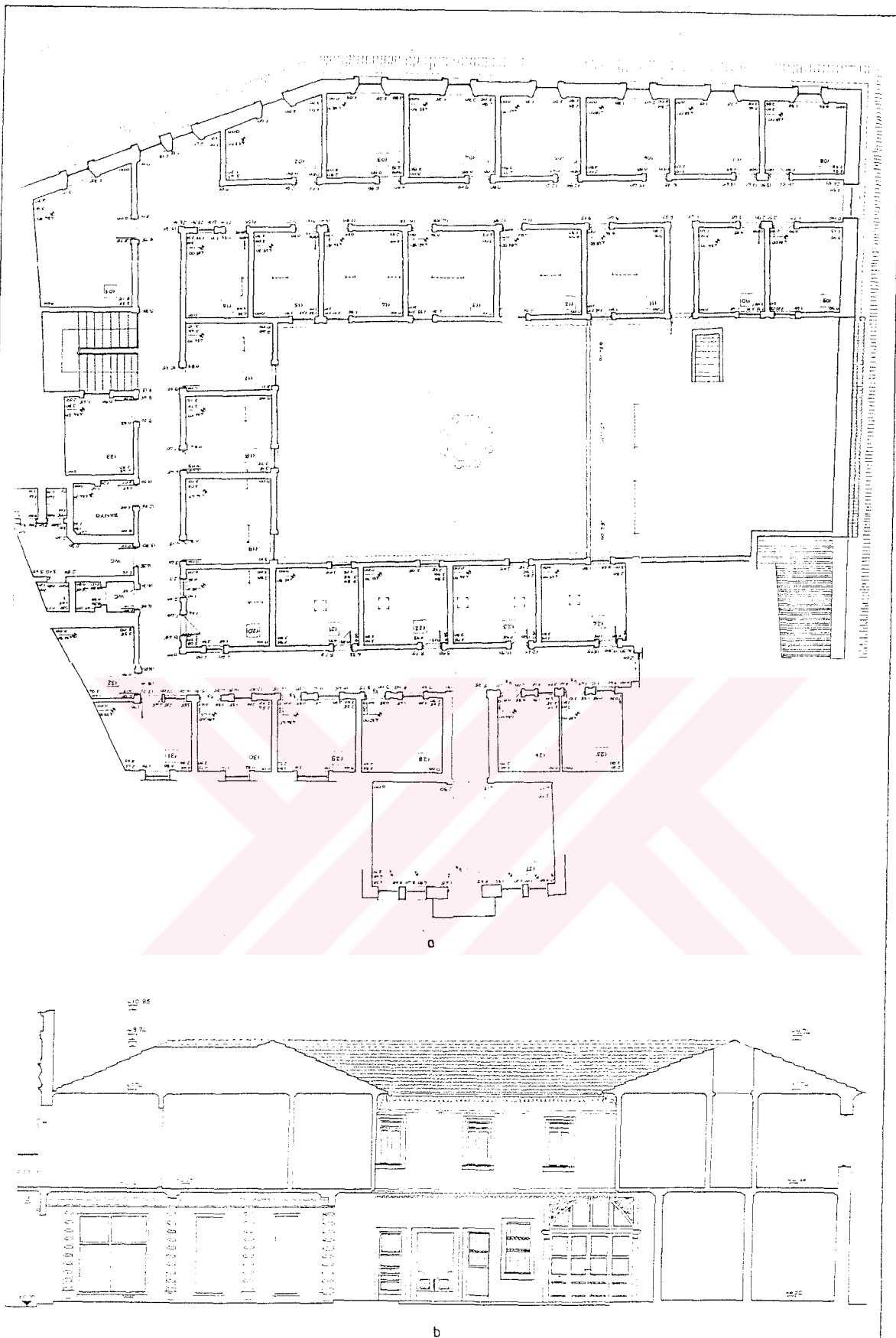


Figure 296 Hotel Meserret, plan and section *relevés*, scale: 1/200
 a. First floor plan
 b. Section B-B'
 (DEU. Faculty of Architecture, Department of Architecture Archive)

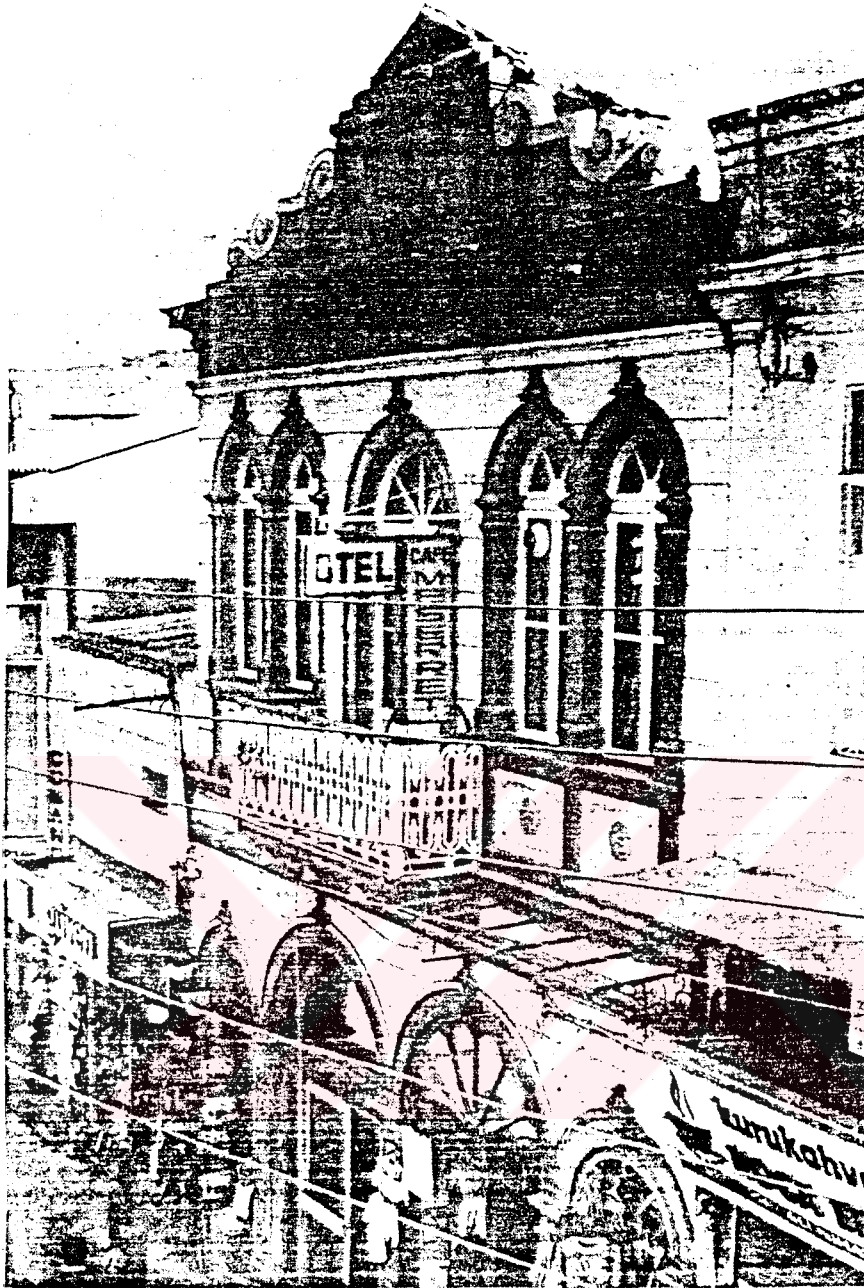


Figure 297 Meserret Hotel, view from Anafartalar Street (Hükümet Street) prior to restoration

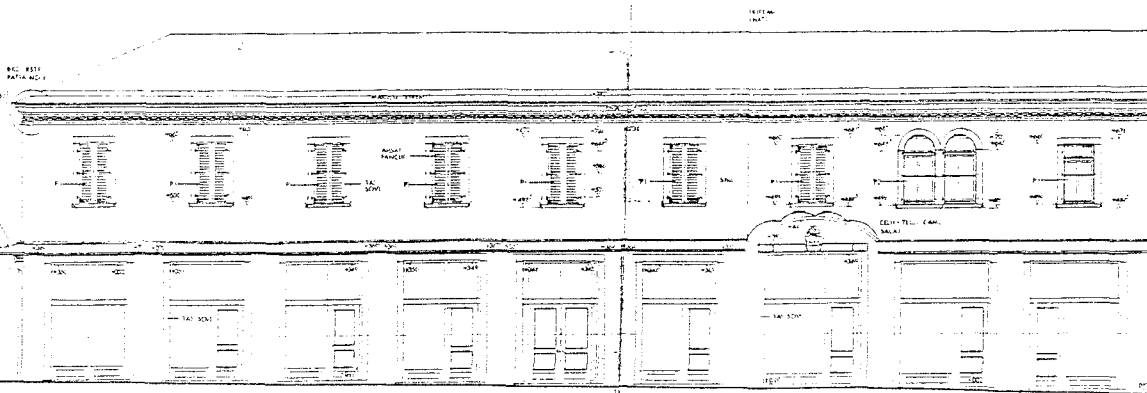
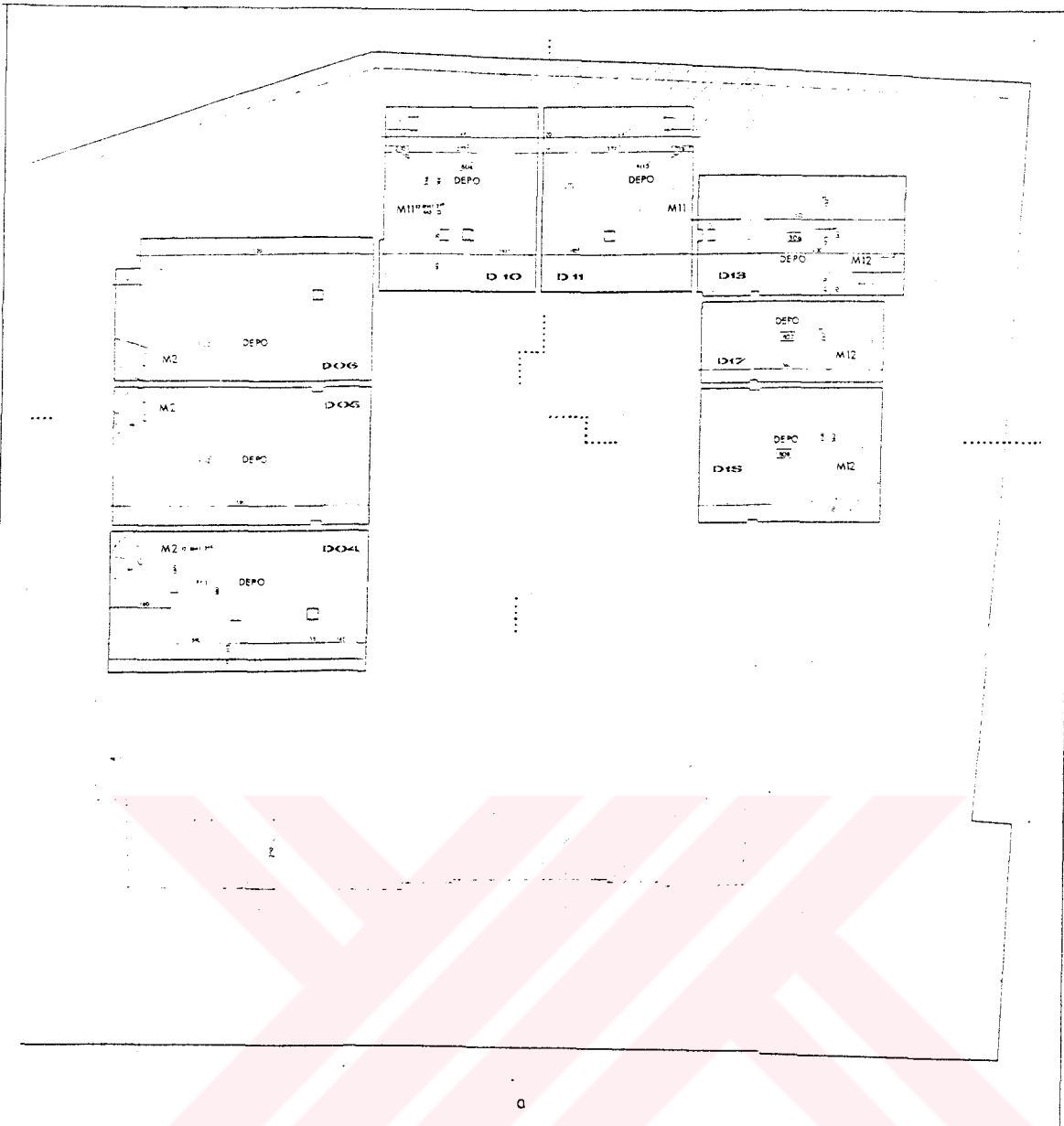


Figure 298 Meserret Hotel(Meserret Bazaar), restoration project, scale: 1/200
a. Basement floor plan
b. 852nd Road (Baruthane road) facade
(Archive of İzmir Conservation Council of Cultural and Natural Entities, Numbered 1)

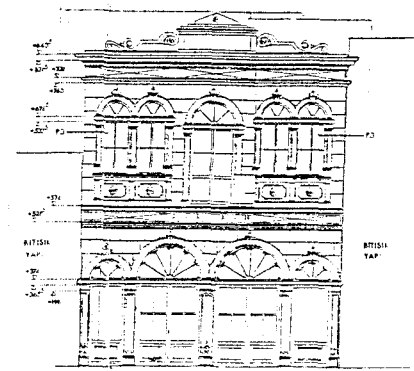
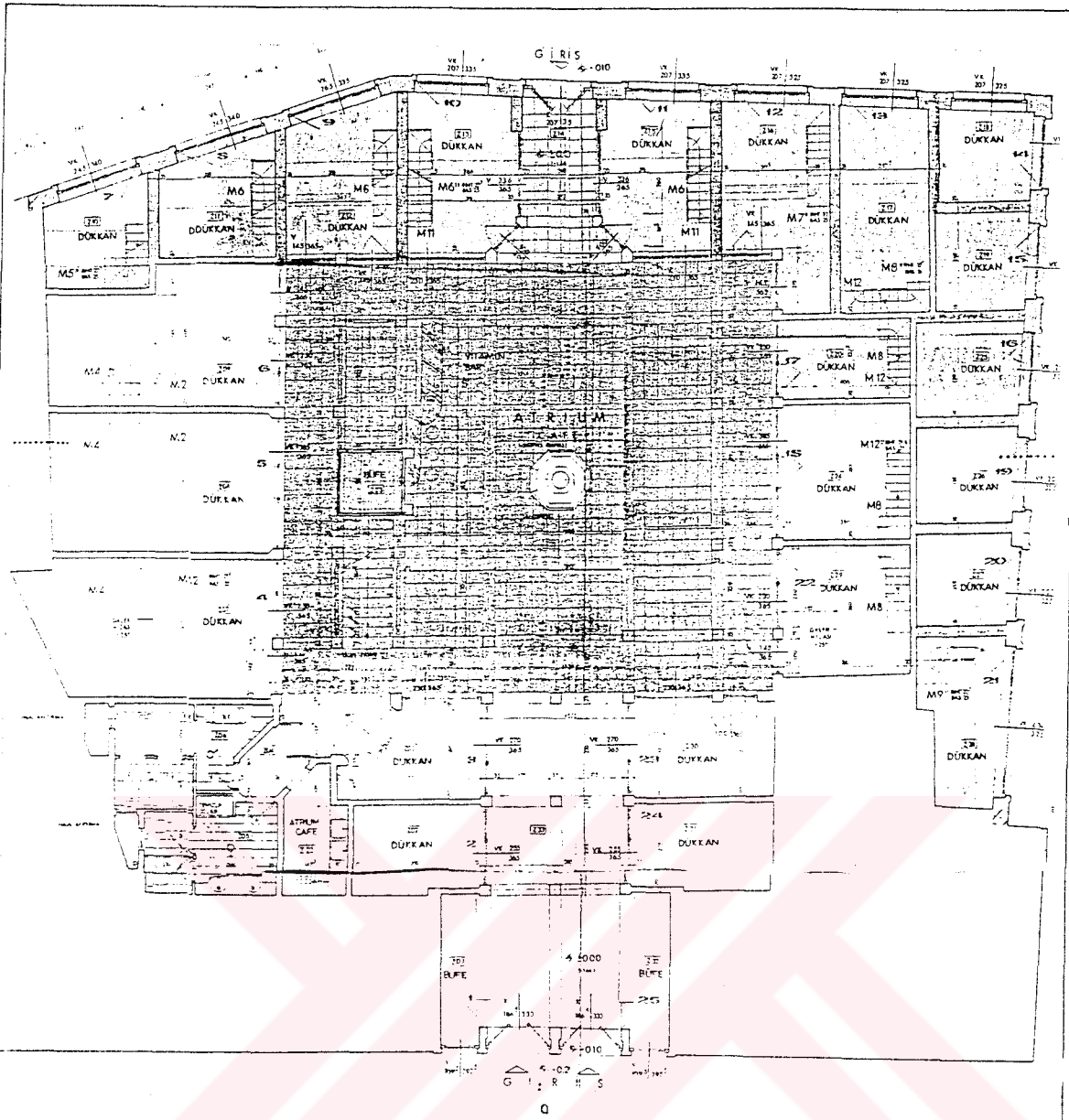


Figure 299 Meserret Hotel(Meserret Bazaar), restoration project, scale:1/200
 a. Ground floor plan
 b. Anafartalar Street (Hükümet Street) facade
 (Archive of Izmir Conservation Council of Cultural and Natural Entities, Numbered 1)



Figure 301 Meserret Hotel (Meserret Bazaar) after restoration, the courtyard and the gallery



Figure 302 Meserret Hotel (Meserret Bazaar) after restoration, the stairs



Figure 303 Meserret Hotel (Meserret Bazaar) after restoration, a view from Anafartalar Street (Hükümet Street)



Figure 304 Meserret Hotel (Meserret Bazaar) after restoration, the balcony and the upper floor

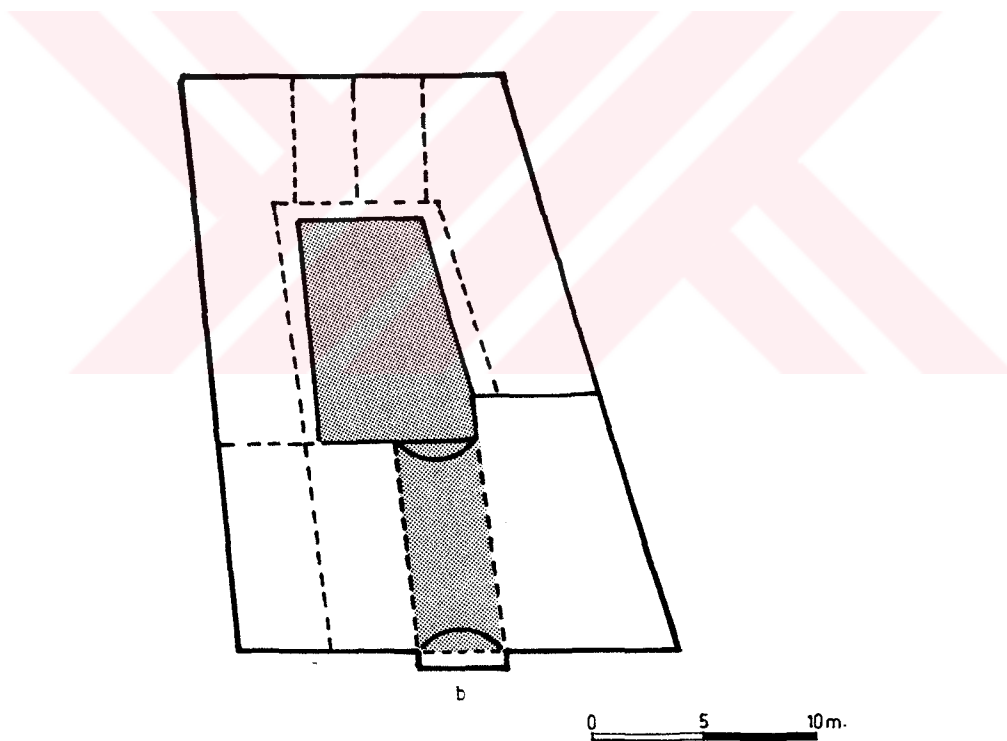
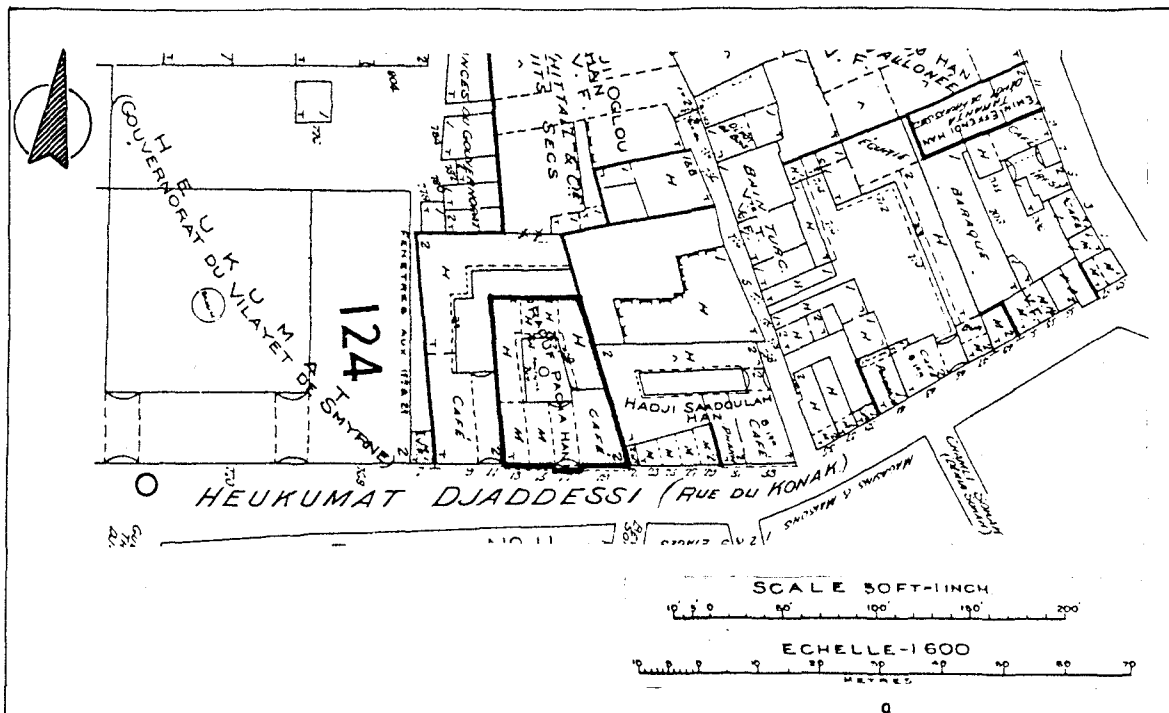


Figure 305 The Early scheme of Ragıp Pasha Hotel (Rauf Pasha Khan, Early Kemeraltı Hotel)
 a. Site plan
 b. Plan scheme (re-drawing from Plan d'Assurance de Smyrne) (Goad, 1905, map 7)



a



b

Figure 306 Şifa Pharmacy situated on the ground floor of Ragıp Pasha Hotel
 a. A view from Hükümet Street
 b. A sight from the interior spaces
 (Aksoy, 1986, pp.224-225)



Figure 307 Ragıp Pasha Hotel, plan and facade *relevés*, scale: 1/200
 a. Ground floor plan
 b. Anafartalar Street (Hükümet Street) Facade
 (Archive of İzmir Conservation Council of Cultural and Natural Entities, Numbered 1)



Figure 308 Ragıp Pasha Hotel, plan and section *relevés*, scale: 1/200

a. Mezzanine floor plan

b. Section A-A

(Archive of İzmir Conservation Council of Cultural and Natural Entities, Numbered 1)



Figure 309 Ragıp Pasha Hotel, the stairs prior to restoration
(Archive of İzmir Conservation Council of Cultural and Natural
Entities, Numbered 1)

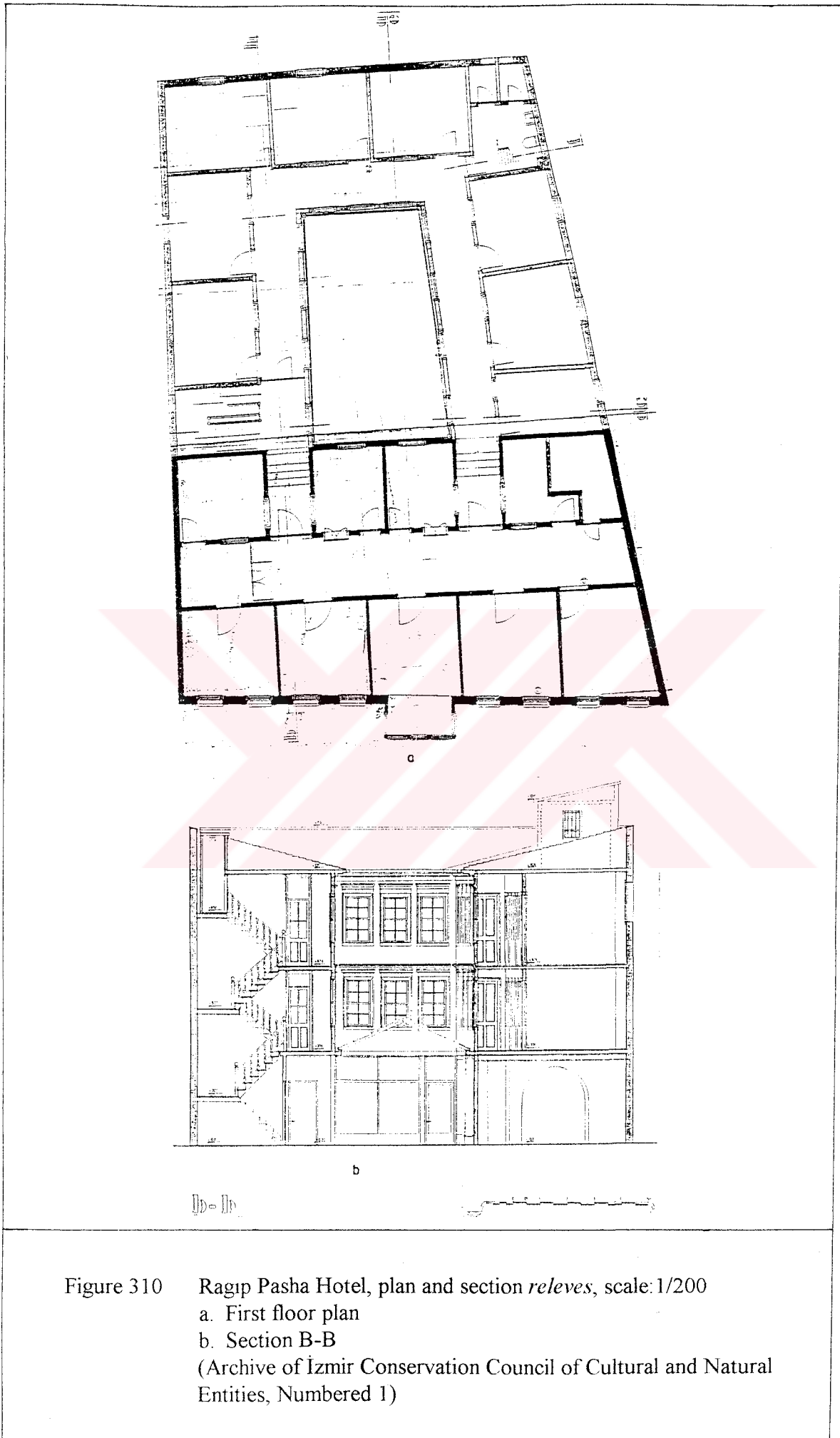


Figure 310 Ragıp Pasha Hotel, plan and section *relevés*, scale: 1/200
 a. First floor plan
 b. Section B-B
 (Archive of İzmir Conservation Council of Cultural and Natural Entities, Numbered 1)



Figure 311 Ragıp Pasha Hotel, views from the corridors of the first floor prior to restoration
(Archive of İzmir Conservation Council of Cultural and Natural Entities, Numbered 1)

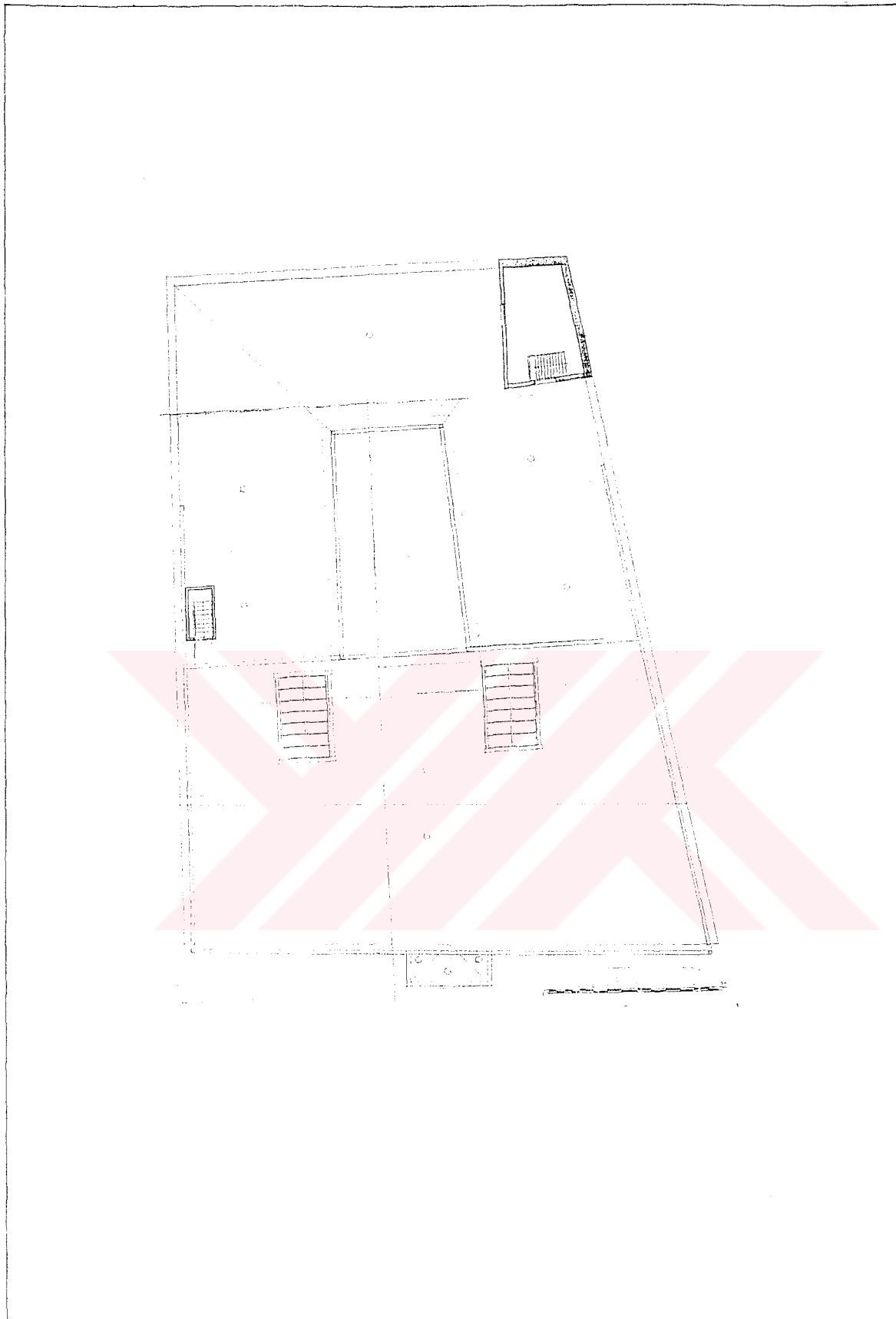


Figure 312 Ragıp Pasha Hotel, plan of existing roof floor recorded in the near past, “releve”, scale: 1/200
(Archive of İzmir Conservation Council of Cultural and Natural Entities, Numbered 1)



Figure 313 Ragıp Pasha Hotel, a view from Anafartalar Street (Hükümet Street) prior to restoration (Archive of İzmir Conservation Council of Cultural and Natural Entities, Numbered 1)



Figure 314 Ragıp Pasha Hotel, a view from the courtyard prior to restoration (Archive of İzmir Conservation Council of Cultural and Natural Entities, Numbered 1)

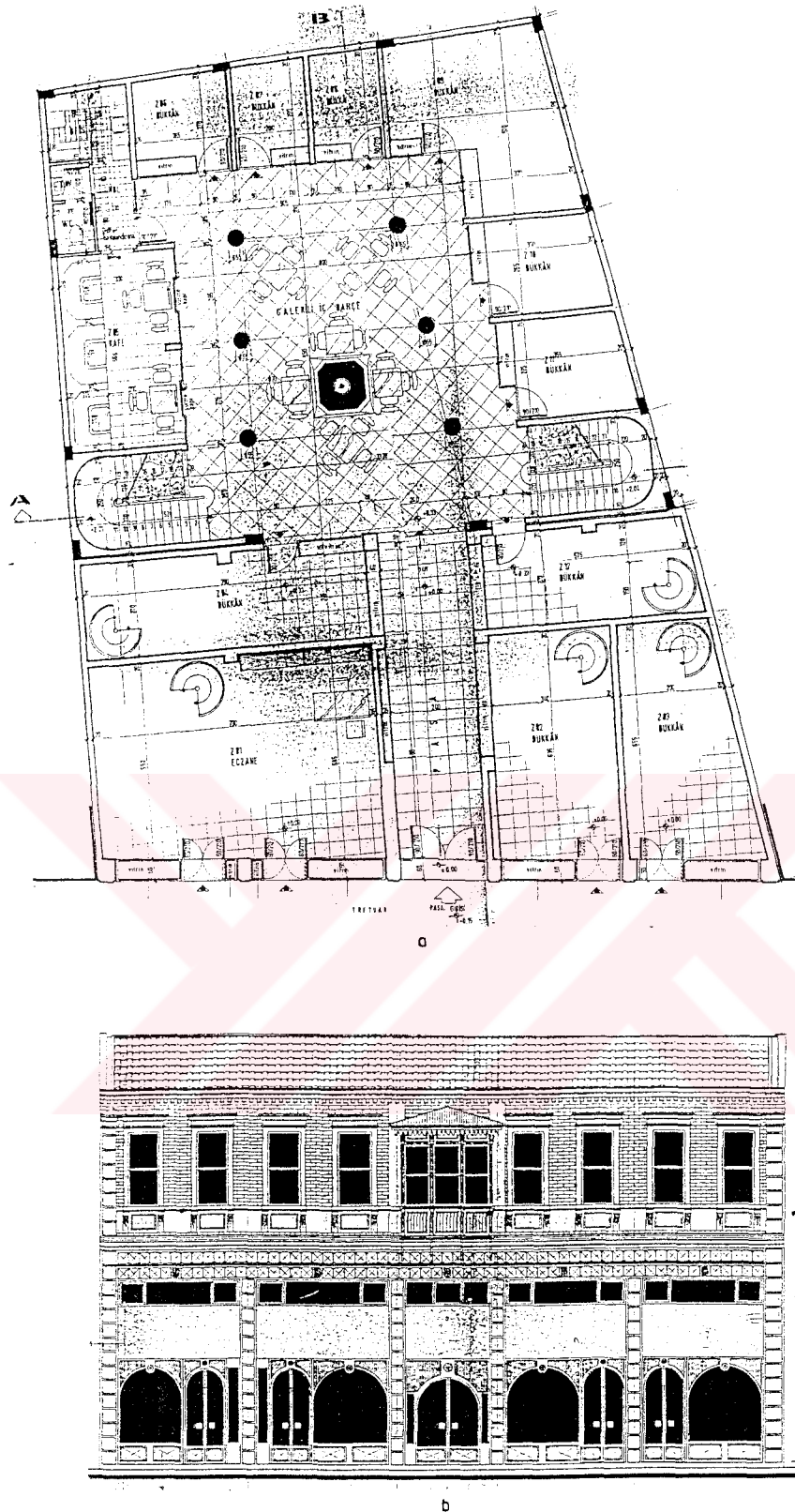


Figure 315 Ragıp Pasha Hotel (Ragıp Pasha Bazaar), restoration project, scale: 1/200
 a. Ground floor plan
 b. Anafartalar Street (Hükümet Street) facade
 (Archive of Izmir Conservation Council of Cultural and Natural Entities, Numbered 1)

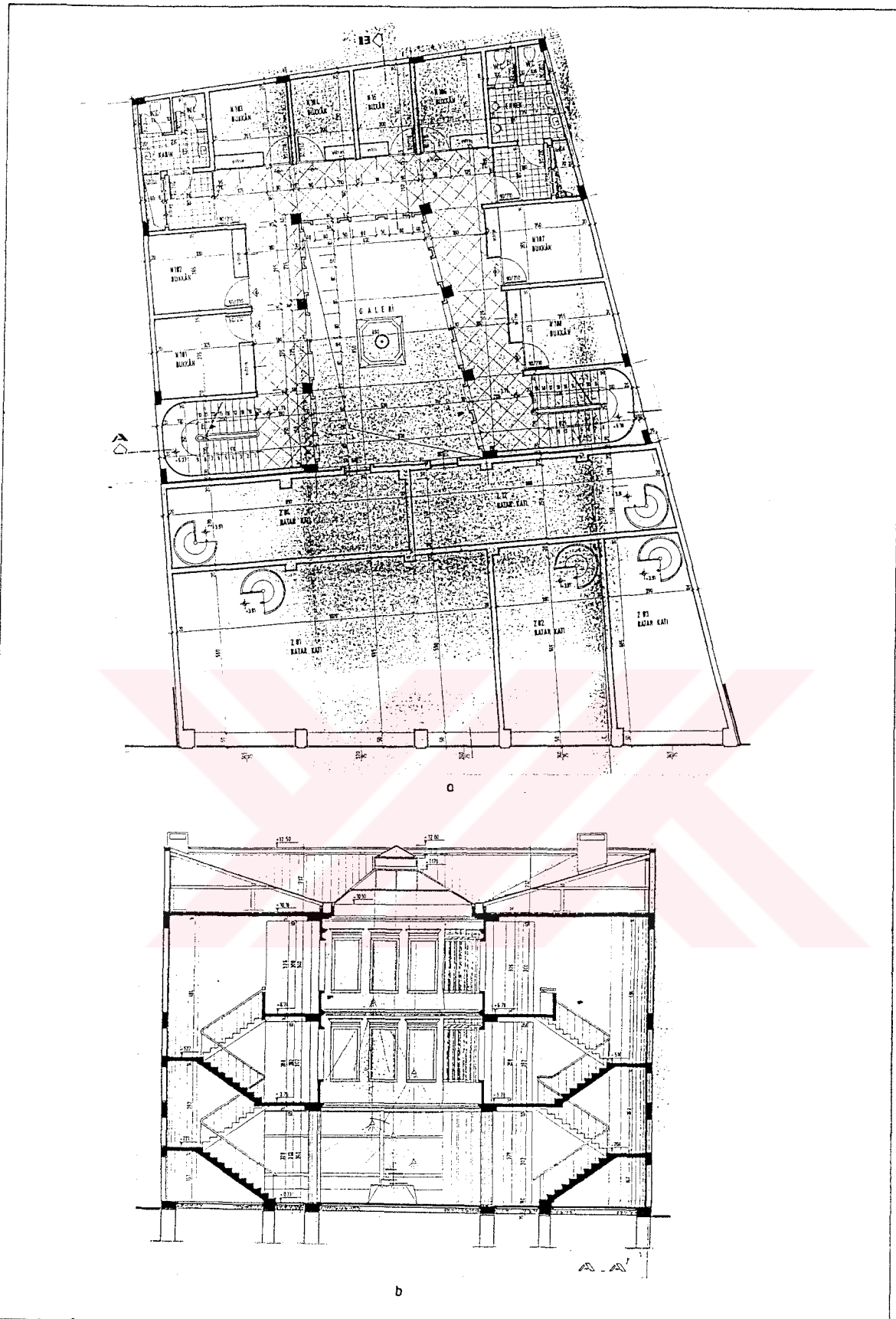


Figure 316 Ragıp Pasha Hotel (Ragıp Pasha Bazaar), restoration project, scale: 1/200
 a. Mezzanine floor plan
 b. Section A-A
 (Archive of İzmir Conservation Council of Cultural and Natural Entities, Numbered 1)

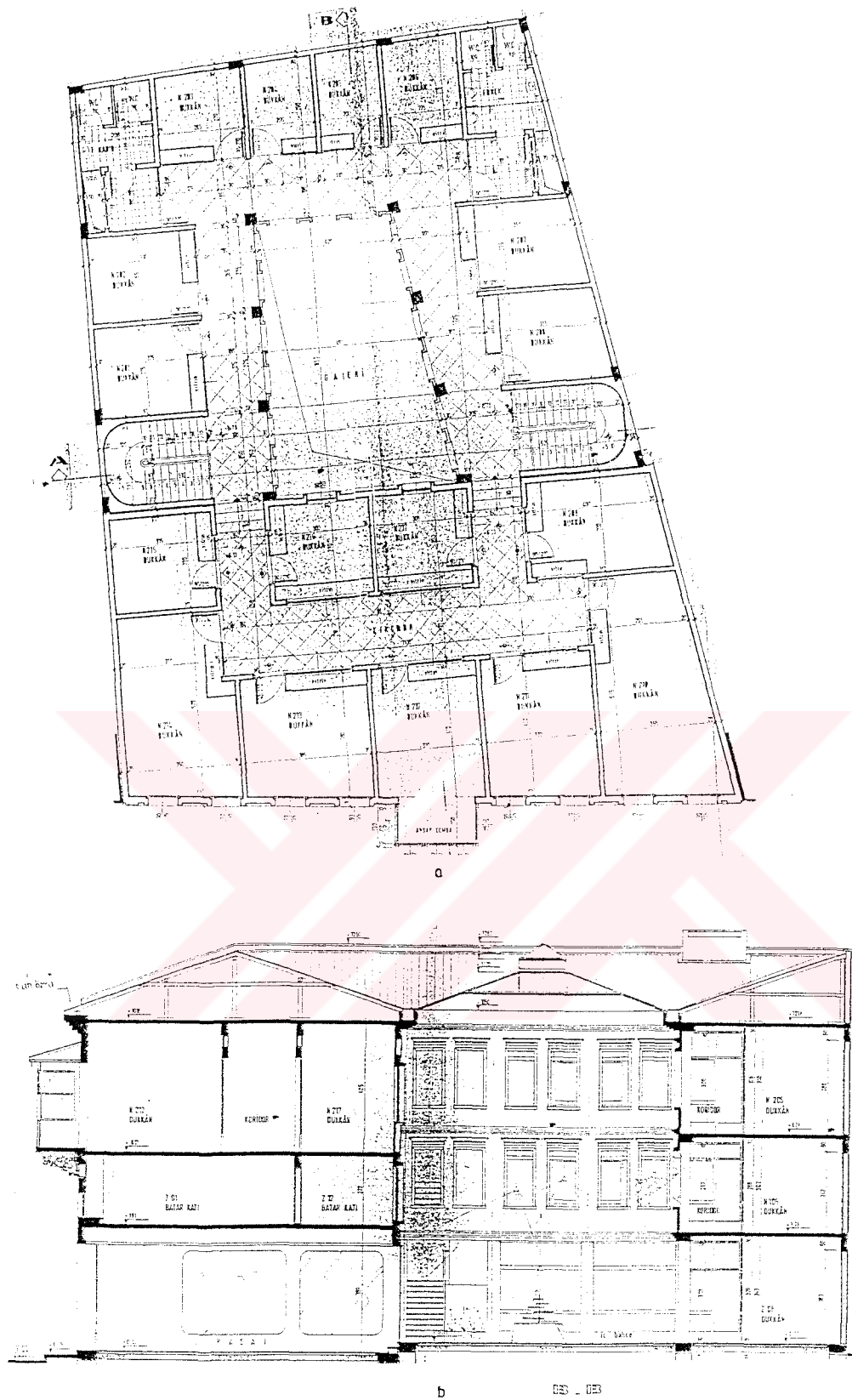


Figure 317 Ragıp Pasha Hotel (Ragıp Pasha Bazaar), restoration project, scale: 1/200
 a. First floor plan
 b. Section B-B
 (Archive of Izmir Conservation Council of Cultural and Natural Entities, Numbered 1)



Figure 318 Ragıp Pasha Hotel (Ragıp Pasha Bazaar) after restoration, a view from the courtyard



Figure 319 Ragıp Pasha Hotel (Ragıp Pasha Bazaar) after restoration, a view from Anafartalar Street (Hükümet Street)



Figure 320 Ragıp Pasha Hotel (Ragıp Pasha Bazaar) after restoration, oriel of the first floor



Figure 321 Ragıp Pasha Hotel (Ragıp Pasha Bazaar) after restoration, the windows of the first floor



Figure 322 A photograph of Atatürk and İnönü in front of Naim Palace Hotel
(Archive of İzmir Atatürk Museum)

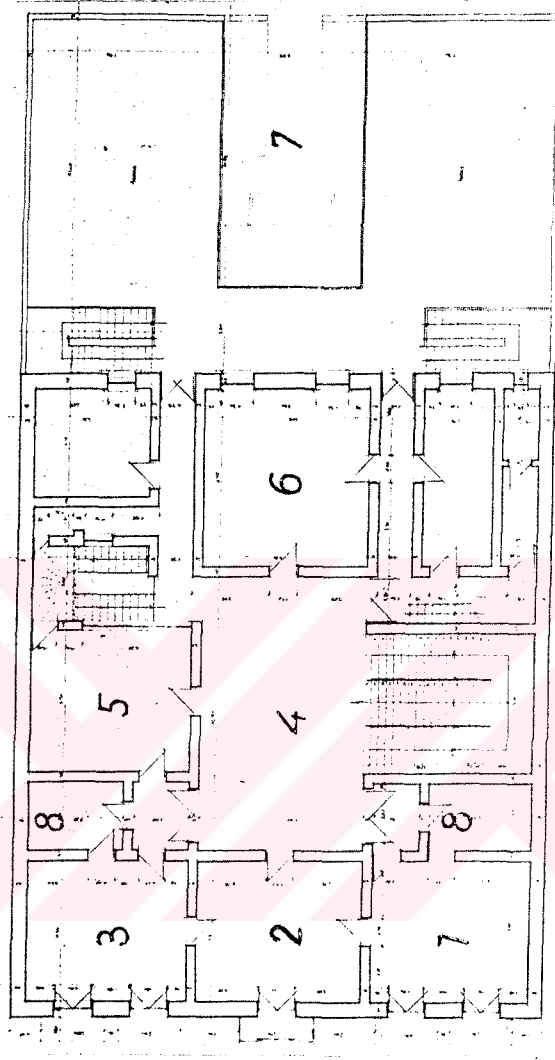


Figure 323 Naim Palace Hotel (Atatürk Museum), the first floor plan with modifications of our time (Önder, 1970, p.105)

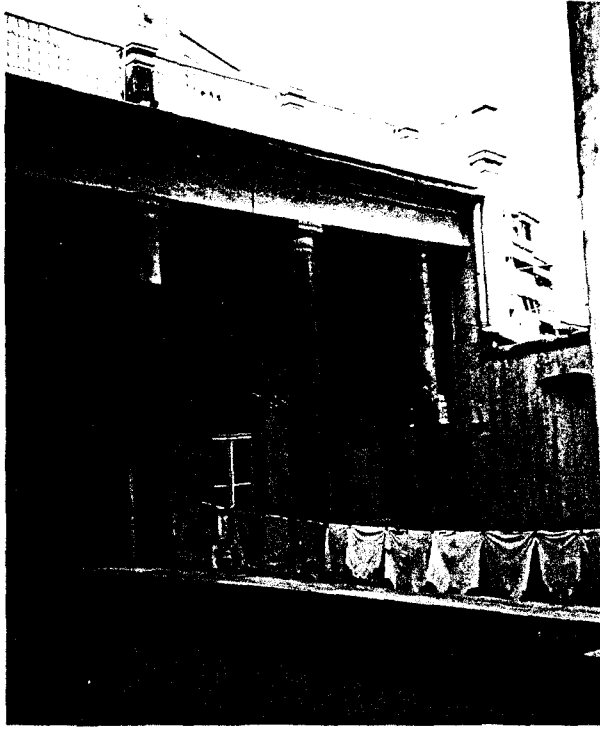


Figure 324 Naim Palace Hotel (Atatürk Museum), the back courtyard and building annexes



Figure 325 Naim Palace Hotel (Atatürk Museum), the terrace with porch opened to the courtyard of the building

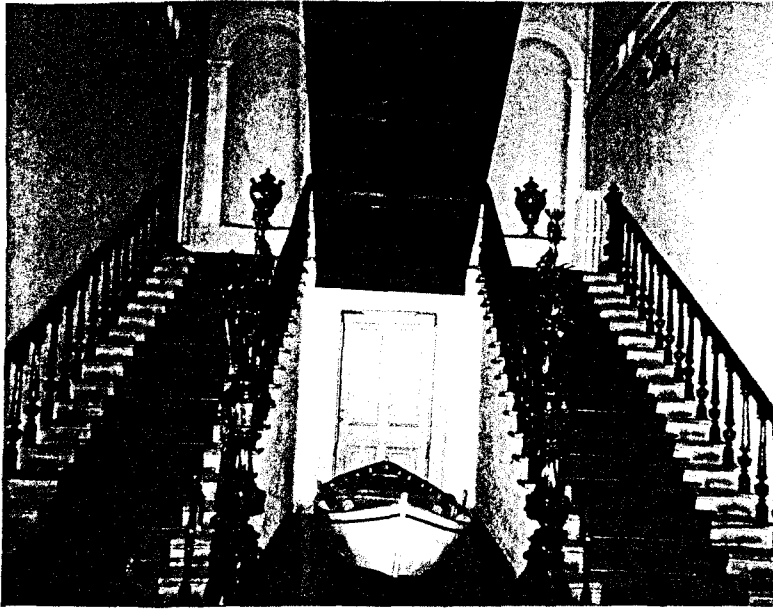


Figure 326 Naim Palace Hotel (Atatürk Museum), the stairs at the entrance hall



Figure 327 Naim Palace Hotel (Atatürk Museum), the room Atatürk has stayed at



Figure 328 Naim Palace Hotel (Atatürk Museum), a view from Birinci Kordon Street



Figure 329 Naim Palace Hotel (Atatürk Museum), oriel placed above the entrance



Figure 330 Sadik Bey (Yeni Sadik Bey) Hotel, the new section facing the Basmahane Square



Figure 331 Sadik Bey (Yeni Sadik Bey) Hotel, the entrance at Basmahane Square



Figure 332 Sadık Bey (Yeni Sadık Bey) Hotel, the old part facing 1296th Road (Dibek Road)



Figure 333 Sadık Bey (Yeni Sadık Bey) Hotel, entrance from 1296th Road (Dibek Road)



Figure 334 Sadık Bey (Yeni Sadık Bey) Hotel, the stairs at the entrance from Basmahane Square up to the hotel hall



Figure 335 Sadık Bey (Yeni Sadık Bey) Hotel, the hotel hall and the stairs to the upper floor

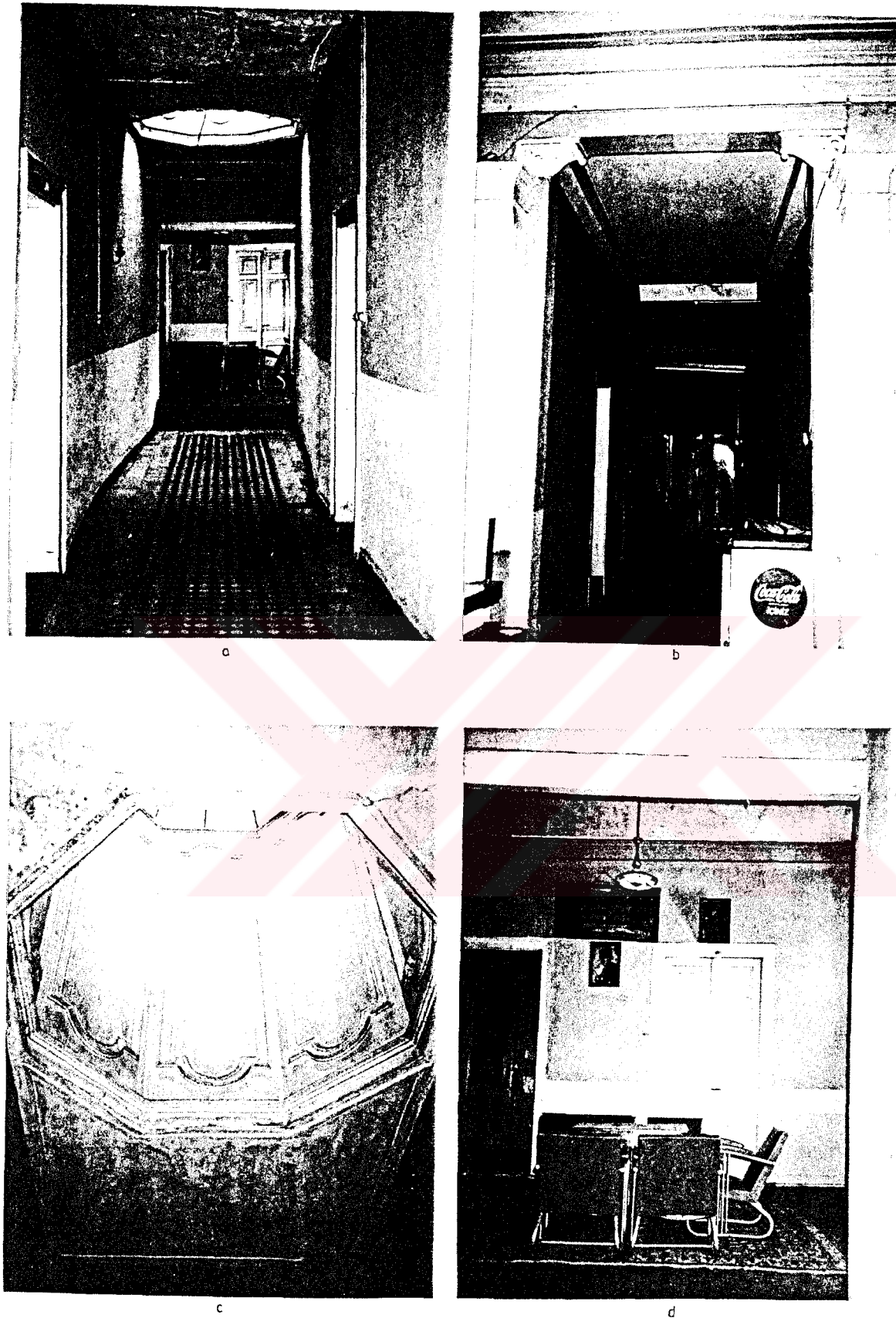


Figure 336 Sadık Bey (Yeni Sadık Bey) Hotel,
 a., b. The corridors
 c. The lantern
 d. The hall, *sofa*



Figure 337 a., b., c. Sadık Bey (Yeni Sadık Bey) Hotel, views from the rooms

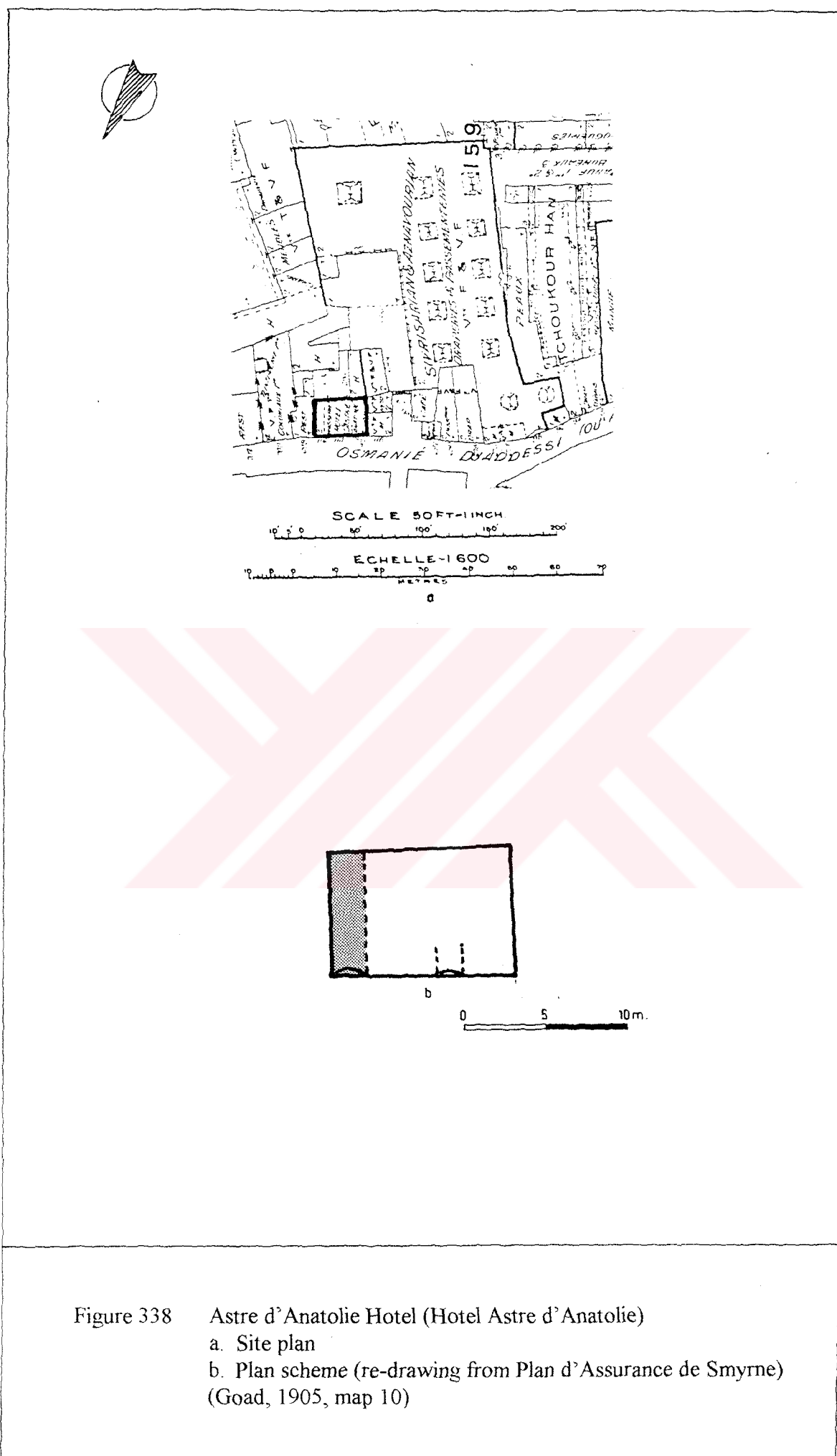


Figure 338 Astre d'Anatolie Hotel (Hotel Astre d'Anatolie)
 a. Site plan
 b. Plan scheme (re-drawing from Plan d'Assurance de Smyrne)
 (Goad, 1905, map 10)

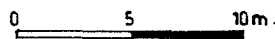
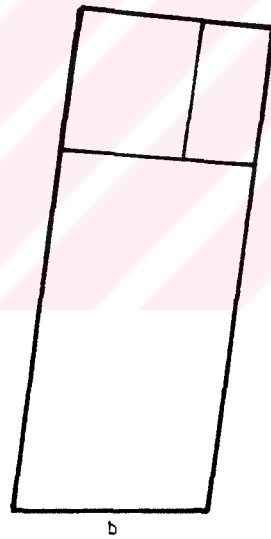
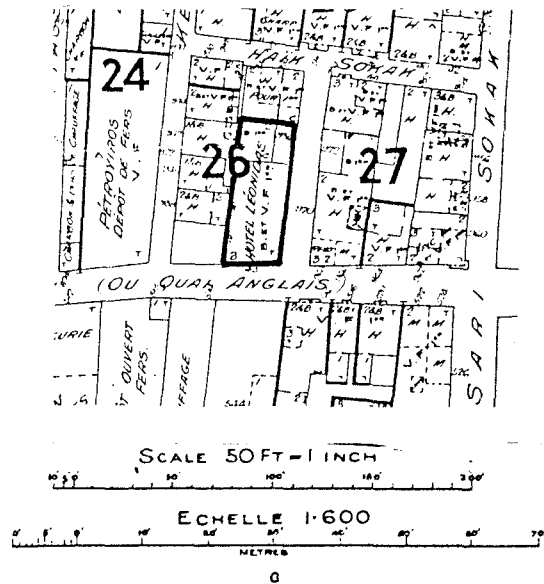
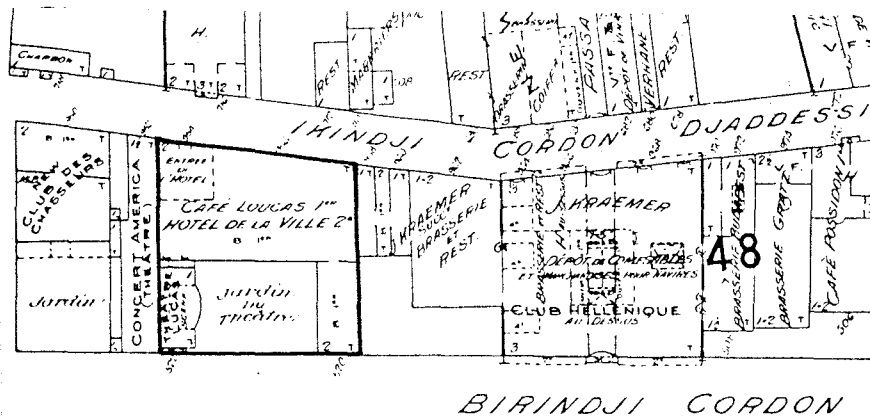
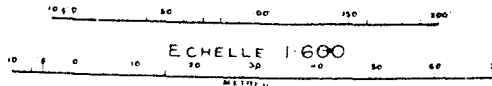


Figure 340 Leonidas Hotel (Hotel Leonidas)
a. Site plan
b. Plan scheme (re-drawing from Plan d' Assurance de Smyrne)
(Goad, 1905, map 2)

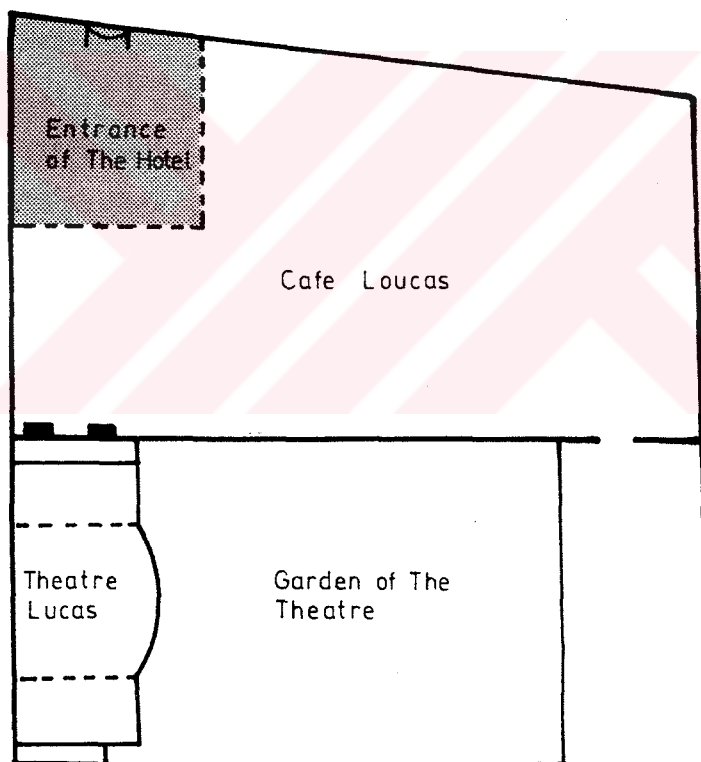


BIRINDJI CORDON

SCALE 50 FT. = 1 INCH.



a



b



Figure 341 Ville Hotel (Hotel de la Ville)
 a. Site plan
 b. Plan scheme (re-drawing from Plan d'Assurance de Smyrne)
 (Goad, 1905, map 3)

HOTEL DE LA VILLE

Sur les Quais

F. BARTHELEMY FRAGIACOMO

SMYRNE

MAISON DE PREMIER ORDRE

Le plus ancien Hôtel de Smyrne

Cuisine française, anglaise et orientale

SPENDIDE INSTALLATION

Vue Magnifique

Recommandé aux familles

CAVE SANS RIVALE

Façade sur la mer

*Plus les Journaux du pays et une Collection
de Revues étrangères.*

ON PARLE TOUTES LES LANGUES

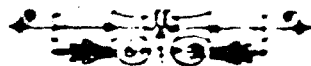
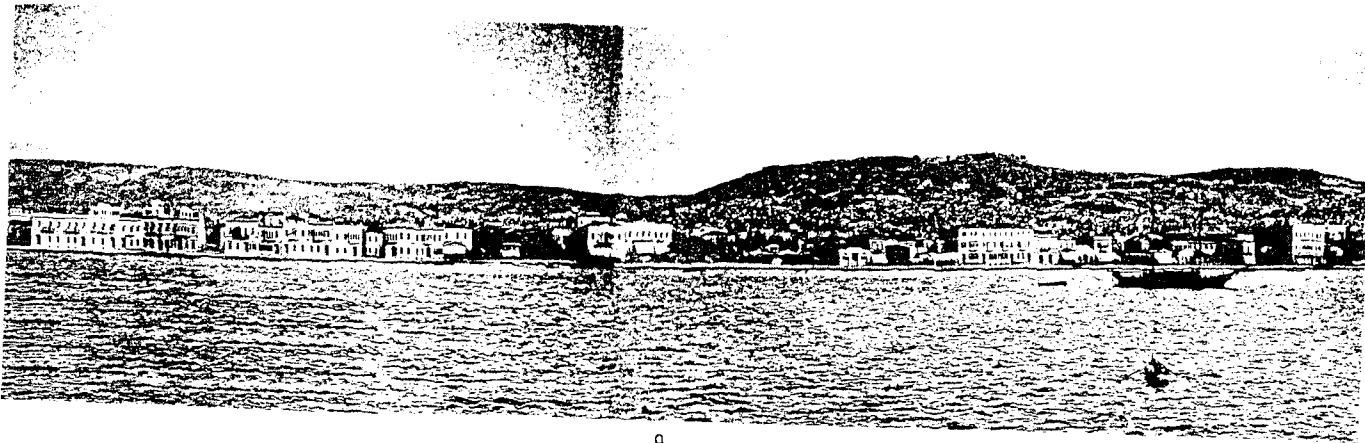
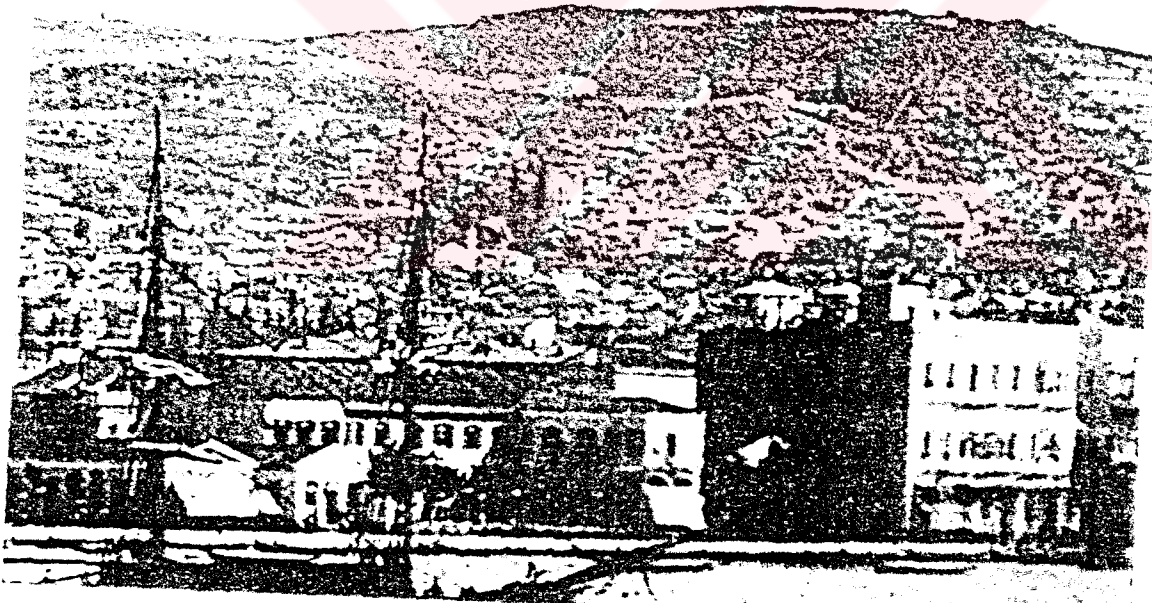


Figure 342

An advertisement of Ville Hotel published in a 1894-dated guidebook (Ville Hotel. On the quay. F. Barthelemy Fragiacom. Smyrne. A first class establishment. The oldest hotel of Izmir. French, English and Turkish cuisines. Perfect establishments. Splendid view. It is especially recommended for the families. The cellar for drinks beyond any rivalry. Faced to the sea. Collection of all newspapers and native and foreign magazines. All languages spoken. (Almanach Synoptique A L'Usage Du Levant, 1894, p.93)

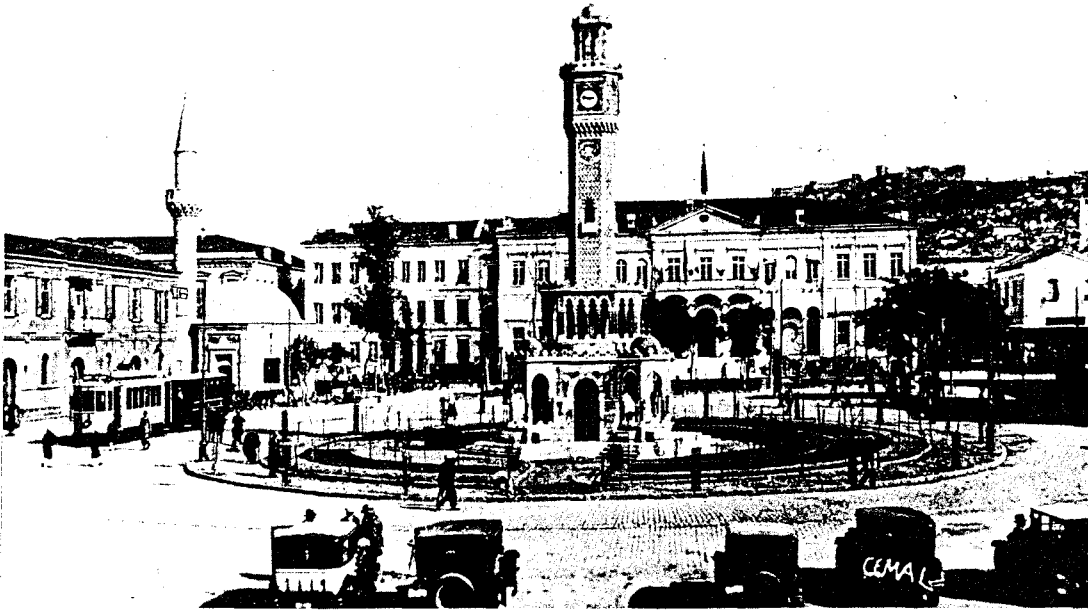


a



b

Figure 343 Ville Hotel from a photograph dated to 1895
 a. The distant view of the coastal line where the hotel is located at (The first from the right is Kraemer Palace Hotel, neighbouring Ville Hotel as the second)
 b. Ville Hotel and Kraemer Palace Hotel (the tall building) on a photograph in detail
 (Abut (Ed.), 1997, pp.56-57)

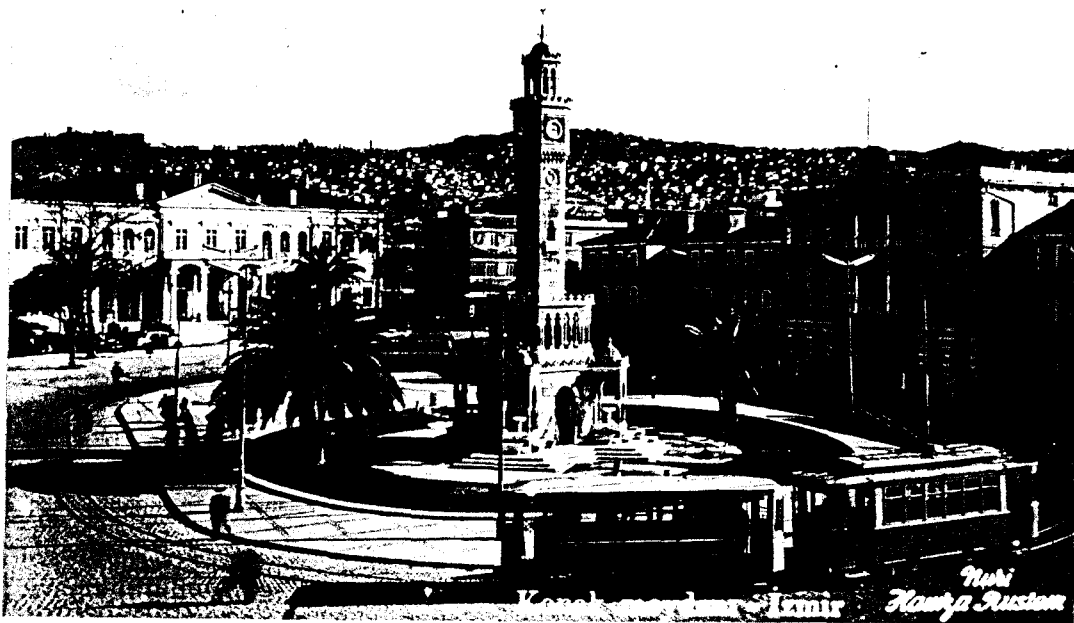


a



b

Figure 344 A postcard showing the first times of Ankara Palace Hotel
 a. Konak Square and Ankara Palace Hotel
 b. A photograph showing the hotel in detail



a



b

Figure 345 A postcard showing the latter times of Ankara Palace Hotel after the addition of the new part
a. Konak Square and Ankara Palace Hotel
b. A photograph showing the hotel in detail



Figure 346 Ankara Palace Hotel, the new section facing Konak Square



Figure 347 Ankara Palace Hotel, the old section facing Milli Kütüphane Street (Göztepe Tramway Street)

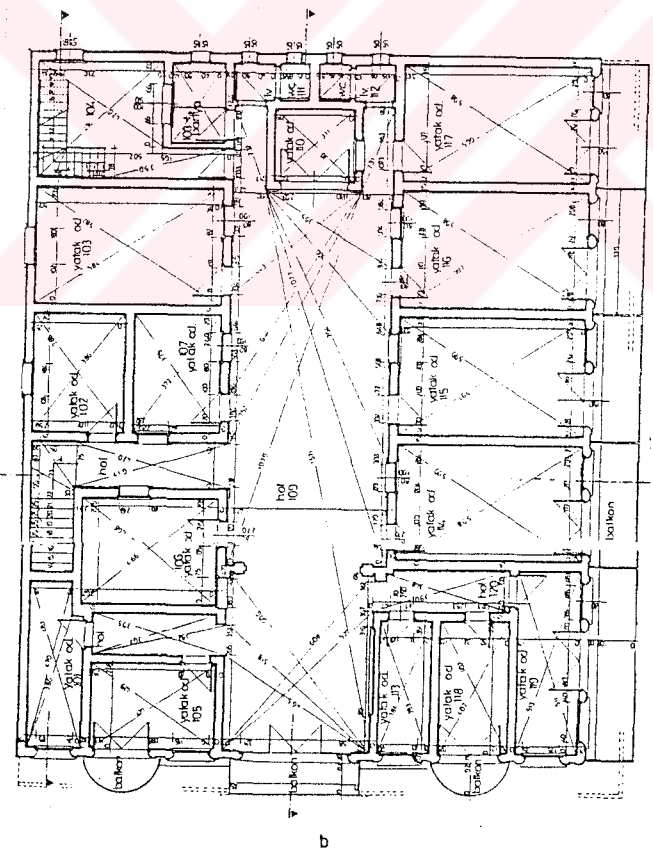
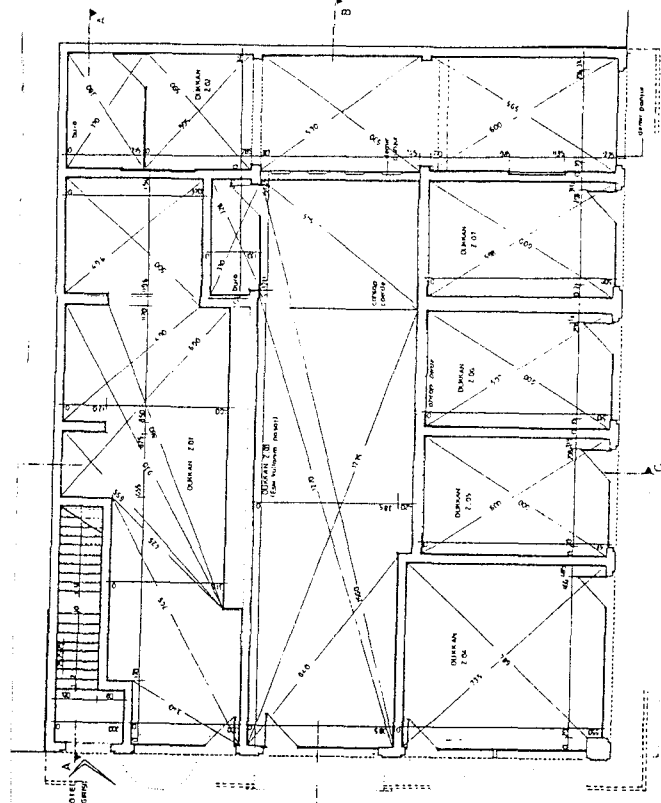


Figure 348 Hotel Aydın-Kasaba (Huzur) Hotel, the plans recorded in the near past, "releves", scale:1/200
 a. Ground floor plan
 b. First floor plan
 (DEU. Faculty of Architecture, Department of Architecture Archive)



Figure 349 Aydin-Kasaba (Huzur) Hotel, the entrance door



Figure 350 Aydin-Kasaba (Huzur) Hotel, the reception and stairs

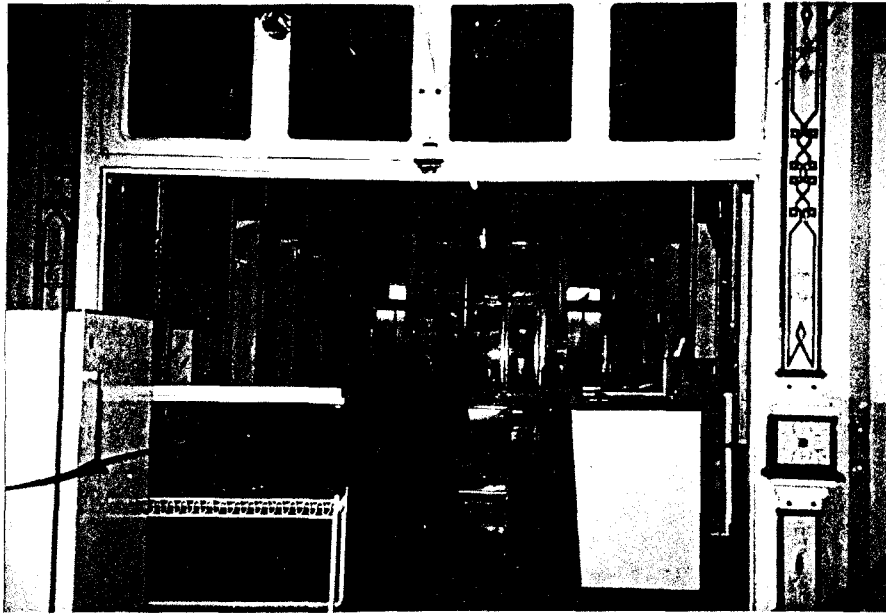


Figure 351 Aydın-Kasaba (Huzur) Hotel, a general view from the hall, *sofa*



Figure 352 a., b. Aydın-Kasaba (Huzur) Hotel, views from the rooms

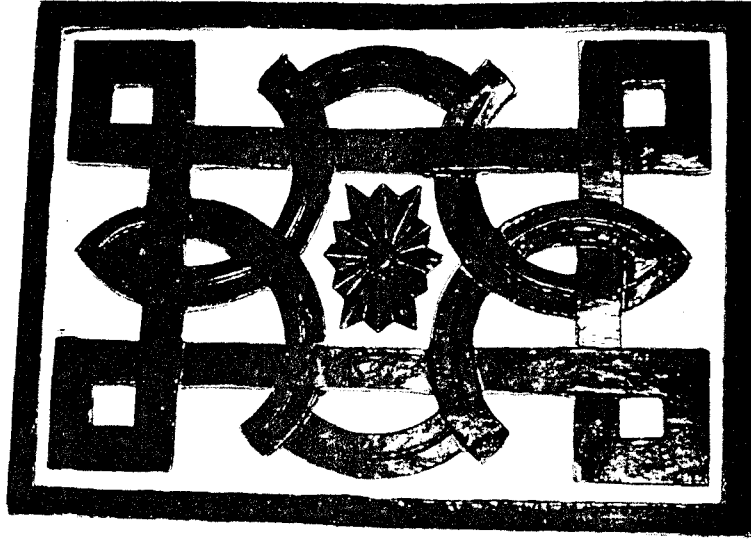


Figure 353 Aydın-Kasaba (Huzur) Hotel, an example from the door ornamentation

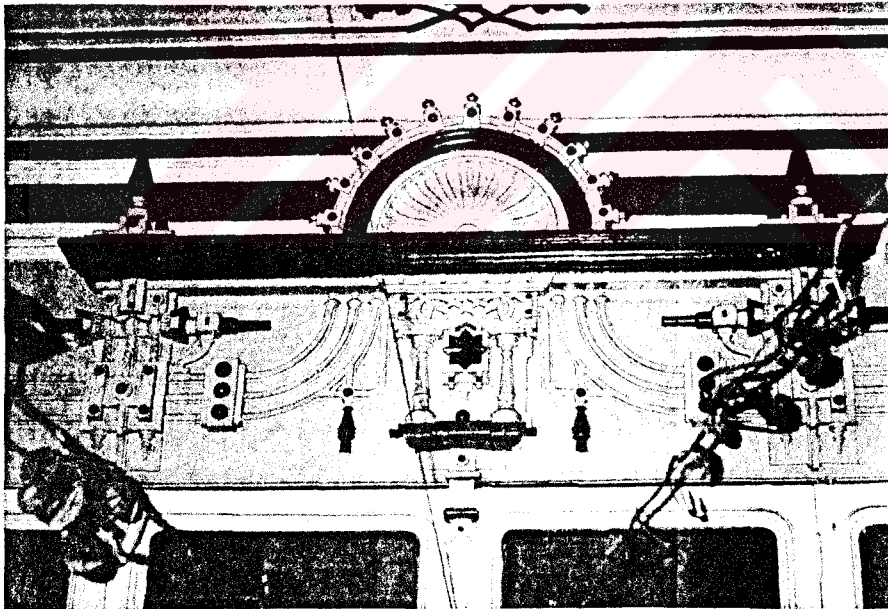


Figure 354 Aydın-Kasaba (Huzur) Hotel, the ship figure on the door of the hall, *sofa*

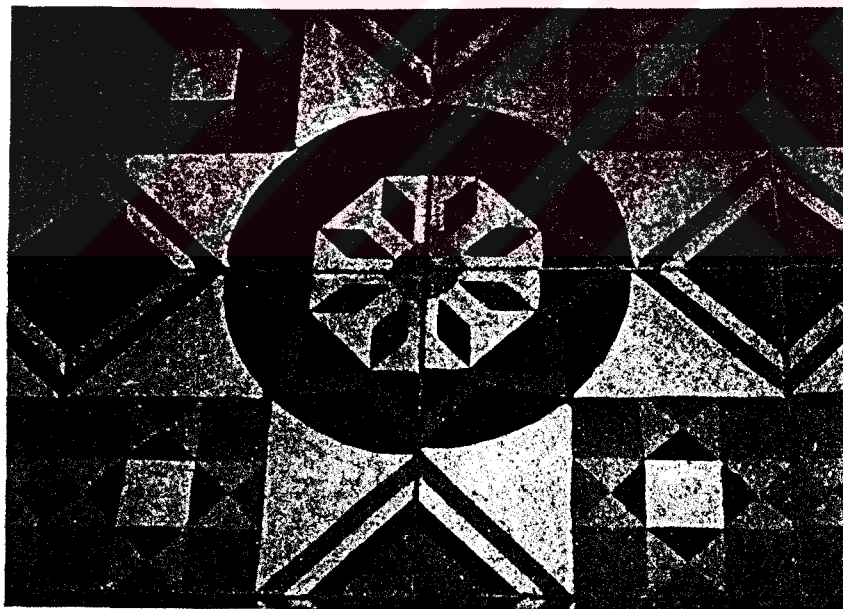


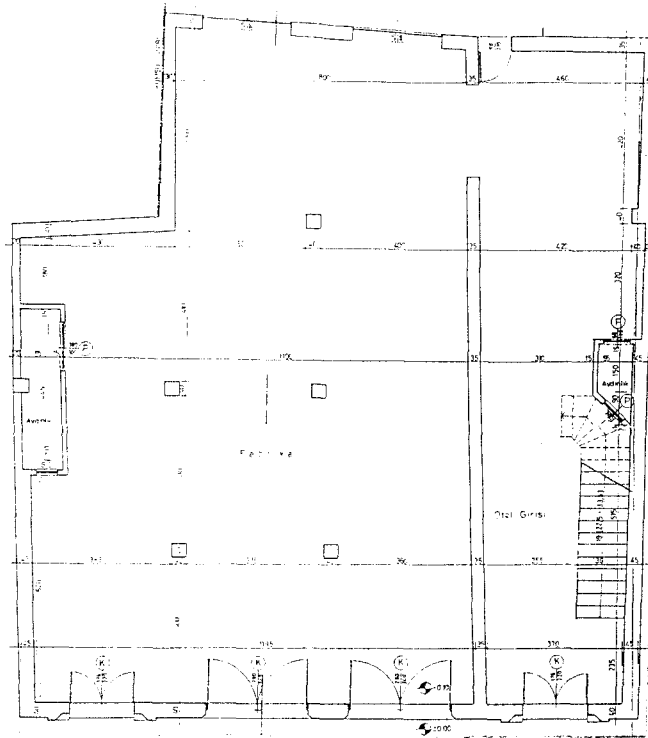
Figure 355 Aydın-Kasaba (Huzur) Hotel, floor coverings



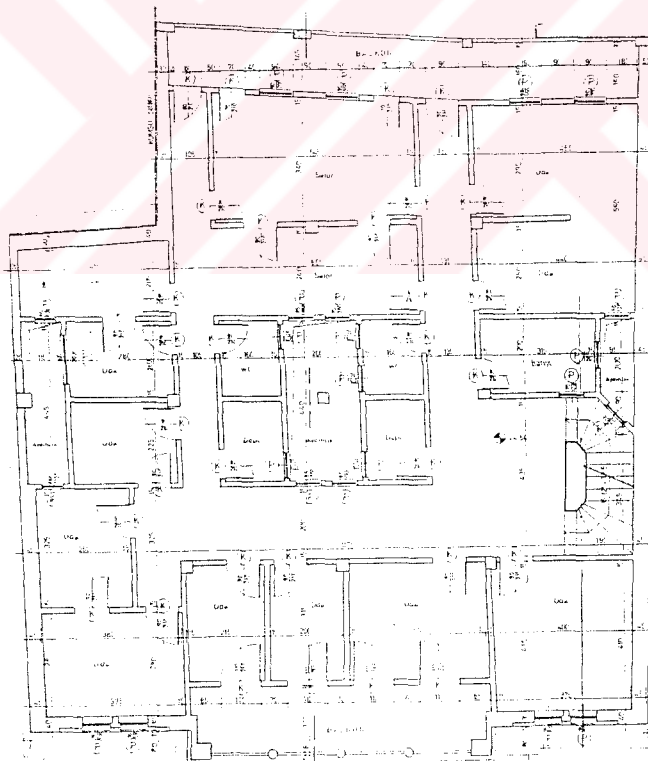
Figure 357 Aydın-Kasaba (Huzur) Hotel, a view from Fevzipasha Boulevard



Figure 358 Aydın-Kasaba (Huzur) Hotel, the balcony on the middle axis and the door opened to it



a



b

Figure 359 Bahçeli Hotel, the plans recorded in the near past, *relevés*, scale: 1/200
 a. Ground floor plan
 b. First floor plan
 (Archive of İzmir Conservation Council of Cultural and Natural Entities, Numbered 1)

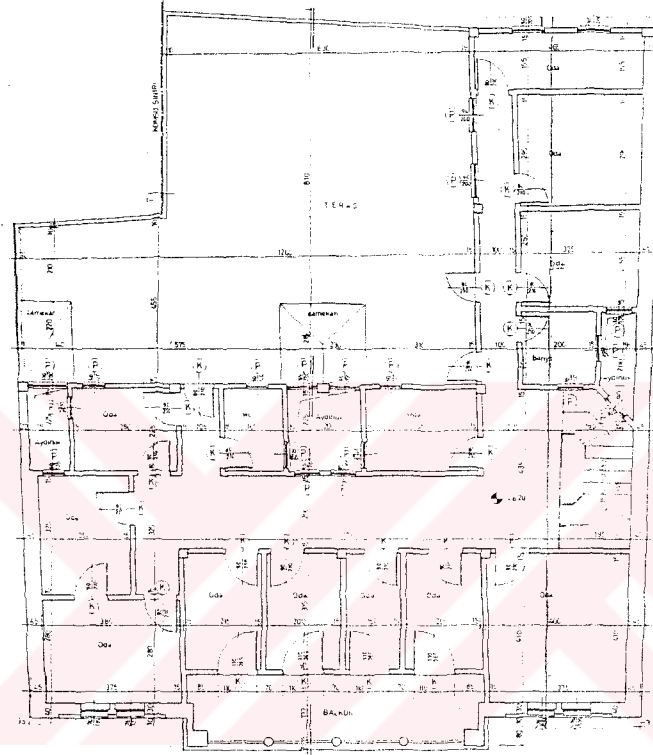


Figure 360 Bahçeli Hotel, second floor plan *releve*, scale:1/200
(Archive of İzmir Conservation Council of Cultural and Natural
Entities, Numbered 1)

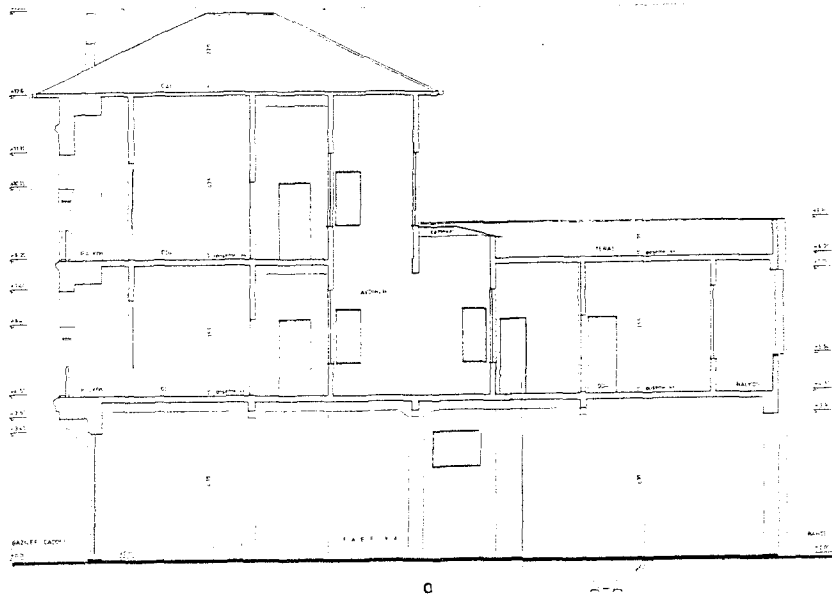


Figure 361 Bahçeli Hotel, section and facade *relevés*, scale: 1/200
 a. Section A-A
 b. Gaziler Street facade
 (Archive of İzmir Conservation Council of Cultural and Natural Entities, Numbered 1)



Figure 362 Bahçeli Hotel, a view from Gaziler Street prior to its demolition in 1986 (Archive of İzmir Conservation Council of Cultural and Natural Entities, Numbered 1)



Figure 363 A photograph showing the demolition of Bahçeli Hotel (Archive of İzmir Conservation Council of Cultural and Natural Entities, Numbered 1)

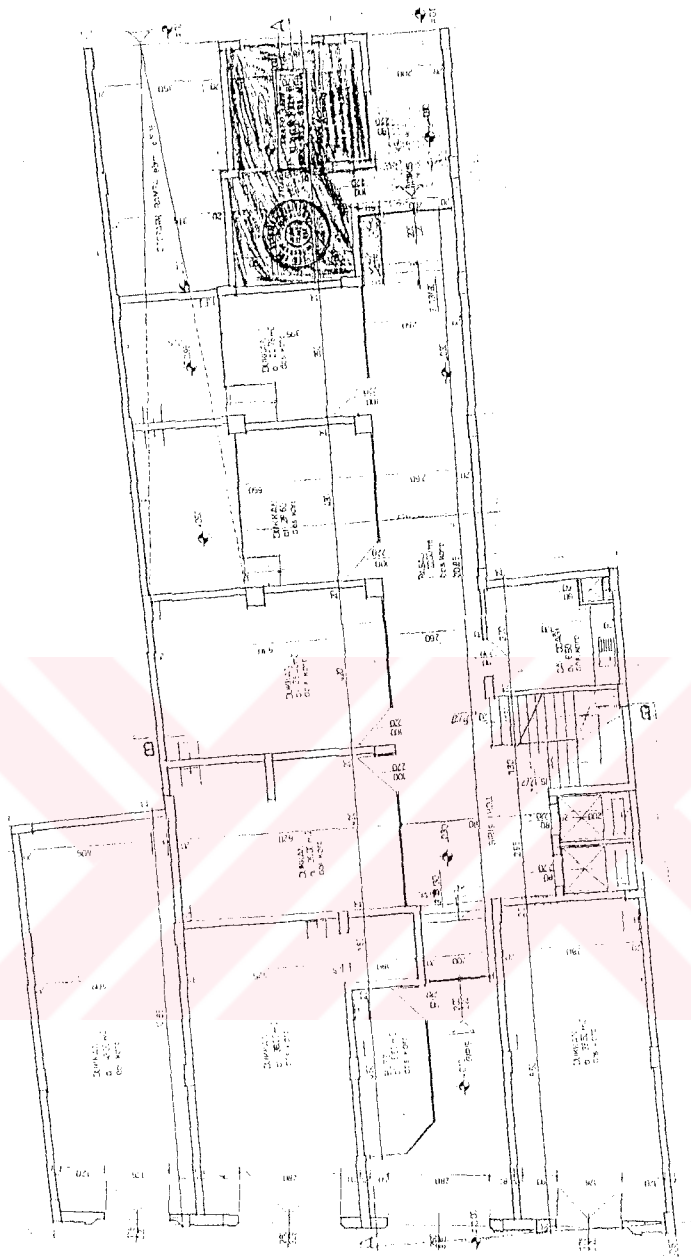


Figure 364 Bahçeli Hotel (Bahçeli Business Center), restoration project, ground floor plan, scale: 1/200
(Archive of İzmir Conservation Council of Cultural and Natural Entities, Numbered 1)

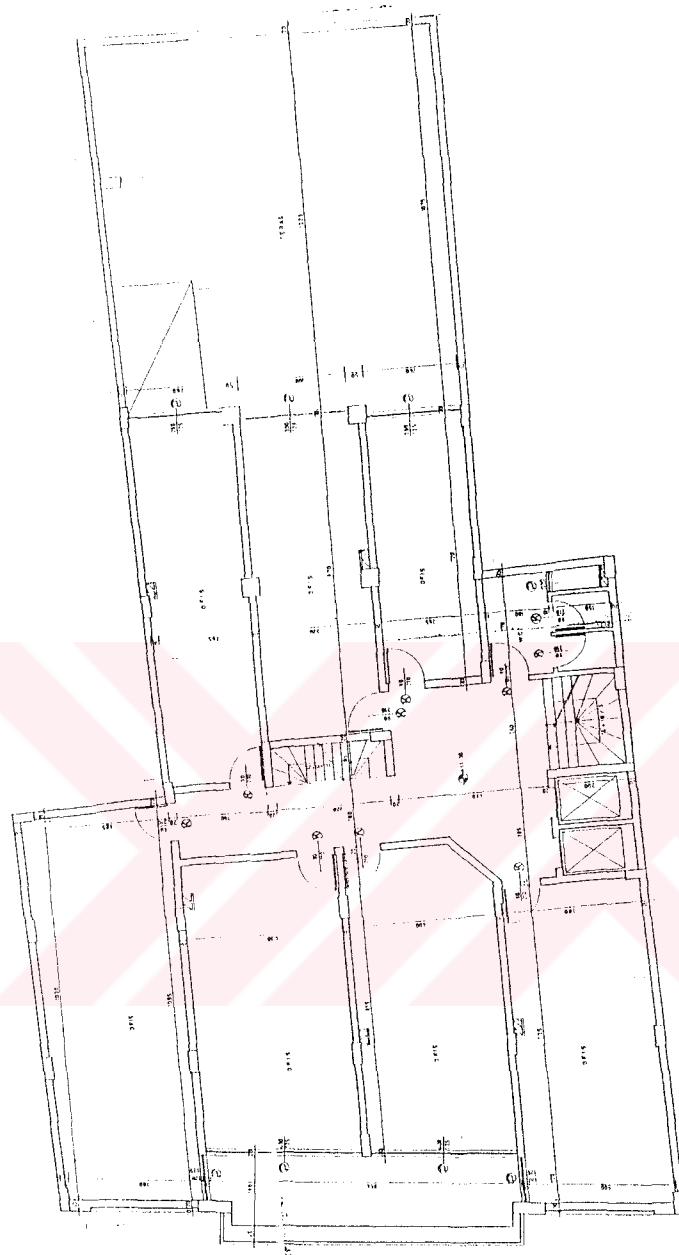


Figure 365 Bahçeli Hotel (Bahçeli Business Center), restoration project, fourth floor plan, scale: 1/200
(Archive of İzmir Conservation Council of Cultural and Natural Entities, Numbered 1)

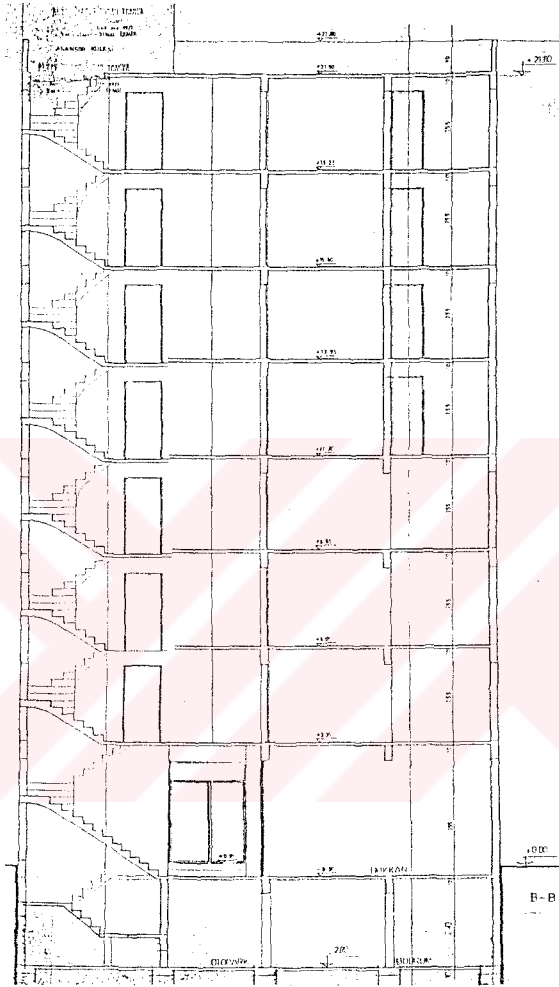


Figure 366 Bahçeli Hotel (Bahçeli Business Center), restoration project, section B-B, scale: 1/200
(Archive of İzmir Conservation Council of Cultural and Natural Entities, Numbered 1)

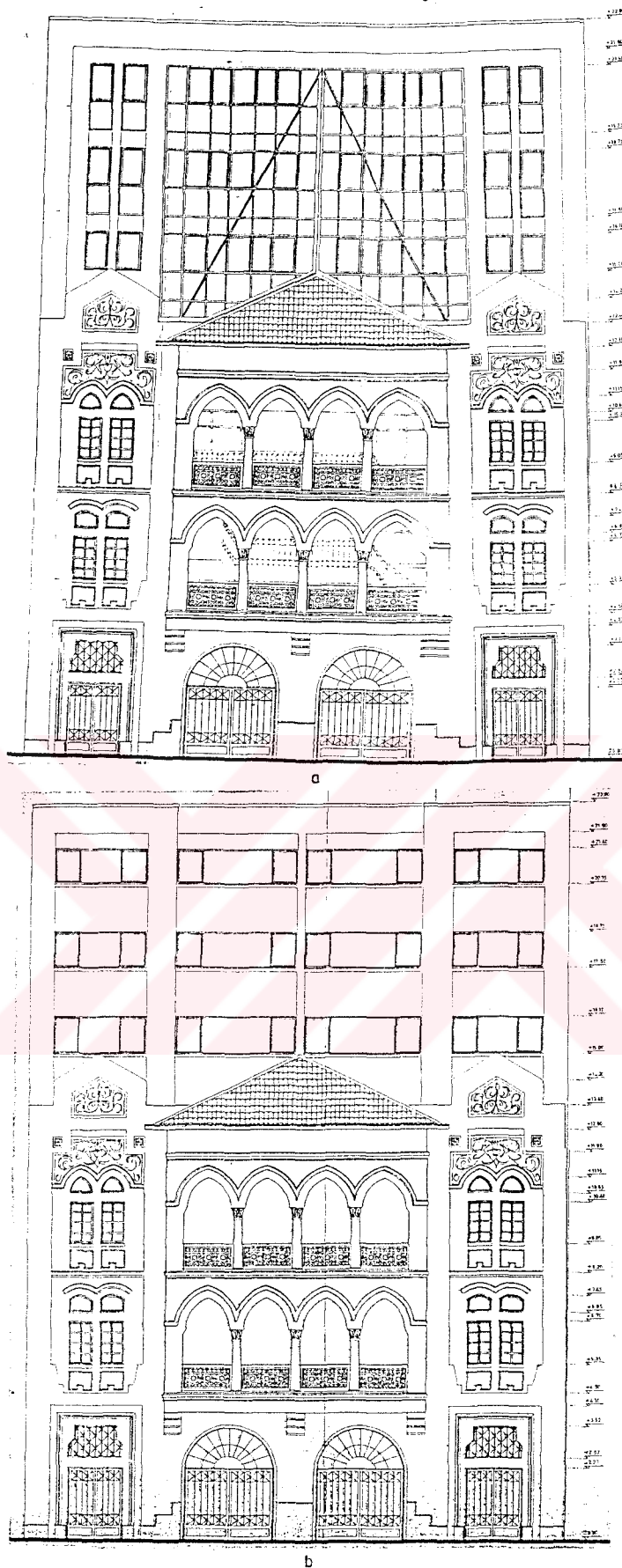


Figure 367 Bahçeli Hotel, restoration project, proposals for Gaziler Street facade, scale: 1/200
 (Archive of İzmir Conservation Council of Cultural and Natural Entities, Numbered 1)



Figure 368 Bahçeli Hotel (Bahçeli Business Center) after restoration, a view from Gaziler Street

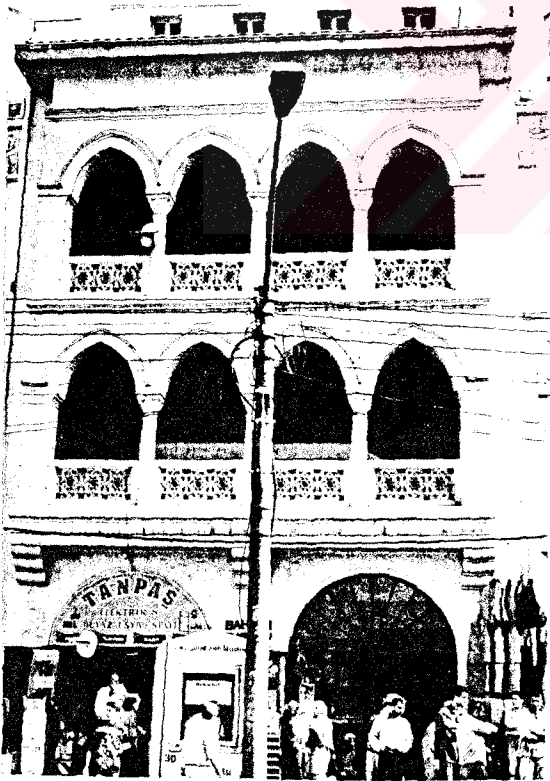


Figure 369 a., b. Bahçeli Hotel (Bahçeli Business Center) after restoration, views of the balconies



Figure 370 Bahçeli Hotel (Bahçeli Business Center) after restoration, the entrance hall and the stairs

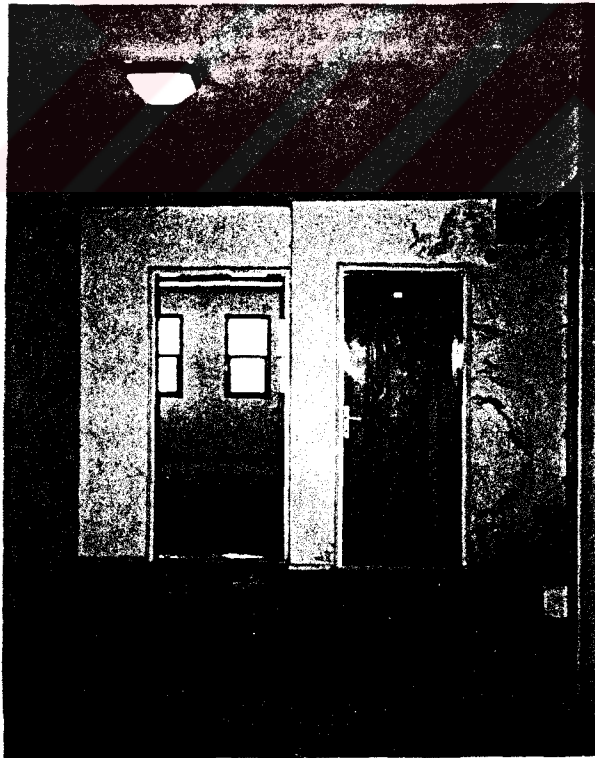


Figure 371 Bahçeli Hotel (Bahçeli Business Center) after restoration, the offices



Figure 372 An old photograph showing Ege Palace Hotel
(Sözen & Tapan, 1973, pp.150-154)



a



b



c

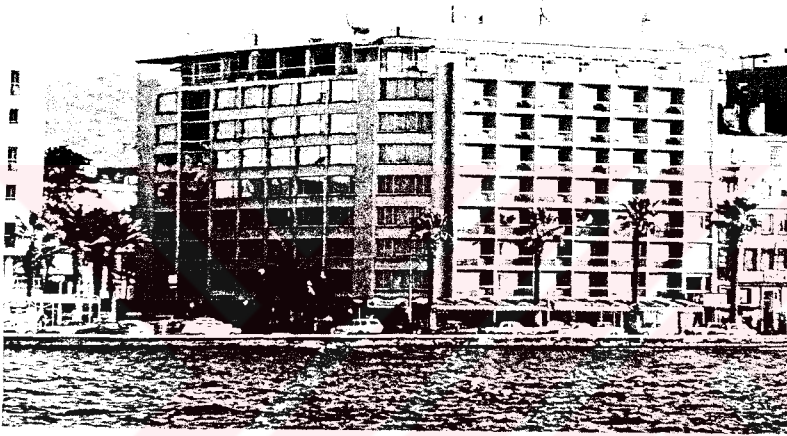
Figure 373 a., b., c. The three different periods of İzmir Palace Hotel



Figure 374 The news titled as “Fire at Izmir Palace” published in Yeni Asır newspaper on the 5th of September, 1962 (Parlak, 1995, p.823)



1927'den
beri



İ OTEL
İzmir Palas

Atatürk Bulvarı 35210 İZMİR/TURKEY
Tel.(51)215583 (5lines) Tlx.53041 Kız tr Fax.(51) 226870

Figure 375 The brochure of the modern Izmir Palace Hotel of our day (Izmir Palace Hotel since 1927. Atatürk Boulevard, 35210, Izmir, Turkey)

مرکز اوتلی

مدیری : مولالیچ زاده محمد امین

مرکز اوتلی : از مبرک برخی صنف اوتلارندن اولوب قوردوده، پاساپورت عارضینده جههسی دکزه ناظر تیز و نظریف لوکس بر اوتلدر. اوچ بویوک اوپه ایله ایکی کینیش سالون تماماً دکزه ناظردر. اوتال ۲۸ اوپهسی، ۳۳ قاروبلهی محتوی اولدیهی کی آتنده مکمل بریاخانه ووقظنهسی وارددر. توقظه صورت دائمه خارجدن کلهجک ذواتله مشتریلرینک تحت امرنددر. یئکلری ثابت قیسندر. اوتلک سالونلری یکرسی کیشیک ضیافت کیشیدهسه مساعددر.

دکز بانویسی

یاز موسمنده دکز بانویسینه کیدهجک مشتریلر ایچون هر دلو تسبیلات و وسائط تغلیه تأمین ایدیلیر.

لوقظنه قسمی

آرزو ایدیلن هر زمانده الاقارت تکملر و مزملر وریلور.

مشروبات

حکومتجه مساعده ایدیلن هر نوع برلی ولوکس آوروپا مسکراتی موجوددر. بونلر ایچون صورت مخصوصده مزملر احضار ایدیلور.



مرکز اوتلک جبهدن کورونوشی (موظو ناغین)

بانوی

صیجاق - صوغوق

پیانو

اوتلک سالونندهکی پیانو هر دایم مشتریلرک امری آتندهدر.

تسخین

قیش موسمنده مشتریلر آرزو ایتکلری تقدیرده اوپهلی صورت مکملهده تسخین ایدیلیر.

اوتلی : مسافرلرینه تسبیلات اوتلی اوردو بالعموم آلاواتنه و آلاوردو سفره تنظیم ایدر. یجینیلر ایچون تمکنکی کزدیرمک و طایفه جلی لسان آتشار کجهلرجه هر دایم اوله خدمت مسافرلرک چاشمیلری سزلی امرت مقابلهده یقاریر و اوتولهی .
 فایز : بالاکر بئاق فایزلی (۲۰۰۰) و (۲۰۰۰) هر بوشور. تک و تک و تک و تک الاقارت اومزق وریلور. صیجاق بانوی ایچون آرتیجه (۱۰۰۰) و صوغوق بانوی ایچون (۱۰۰۰) هر بوش آلتیر.

ازمیر زهه بیک تنظیم ایچون این کوی کئی هر مرکز اوتلکده قالدیم. بالعموم معاصرات اغلاق دکز بریمقتدر. اوتلی مدیر و مستخدمینک حقدمه کویستکلری حرمت و تدبیرله مشاکیر.

جمال نادر

Figure 376 An advertisement of Central (Merkez) Hotel in a 1926-dated guidebook. (Merkez Hotel. Manager: Molalıçzade Mehmet Emin. It is among the first class hotels of Izmir, across the Pasaport, facing the sea, as a clean, elegant, and luxurious hotel. The three wide rooms and the spacious saloon all view the sea. The hotel consists of 28 rooms and 32 bedsteads. It has a restaurant and a beer-house below. The restaurant is always at the service of customers and those additionally visiting persons. The food is delicious. The saloons of the hotel avails for a dinner for about 20 people. There exist a piano and hot- and cold-baths for the customers. In winter time, the rooms are heated in case desired. In summer time, sea-bath can be taken. In the restaurant, the food, snacks and beverages (all those kinds permitted by the Government). As a facility for the hotel customers, Turkish and European styles of table alignments. There also are translators. The laundry are washed and ironed with some payment. The prizes of bed, only, are 300 and 200 piaster, "kuruş". The meals and beverages are given in a-la-carte. For hot-baths an additional 100 kuruş, for cold-baths 50 kuruş are to be charged. For the alignment of Izmir Guide, I have stayed at Merkez Hotel for about 2.5 months. I thank the hotel management for it. Cemal Nadir) (Nadir, 1926a, p.36)

جهان پالاس اوتلى : مديرى - قوللى جهان زاده حسين فهمى

- ۵ - اوتلده بالكر عالمه لره مخصوص
خصوصى آبار تانلر وارددر.
- ۶ - اوتلده تجار مالى واشياي ذاتيه
محافظه ايجون خصوصى ده بولر موجوددر.
- ۷ - اوتلك لوقنطه سى ، قرا تىخانه سى
ترجمانلرى مشتريلرينك امرينه آماده در. لوقنطه
ده متنوع اونيان مسكرات و بريلير . هر قاتك
عمومى تلفونى وارددر . بالخاصه اك لوكس
مويله و شرق خاليلريله تفريلش ايدلشدر .
- جهان پالاس اوروباده تر چوق تدقيق
نتيجه سنده توركيه ده عصرى اوله رق ايتك
دفعه باييلان اك مكمل اوتلدر .



جهان پالاس اوتلك غازنوسدن برقم
[فوطو غانين]
(انشآت اناسنده)

- اوتل اللى بويوك او طه ي و متمدن سالونلرى
و هر درلو اسباب استراحتى جامع اولوب تور-
كيه ده ايتك دفعه تاسيس ايدلش ، صوك
سيستم اوتلدر .
- اوتلك بعض خصوصيتلرى بوجه آتيدر :
۱ - اوتل داخلنده متمدن او طه لره
صيجاق و صوغوق صوتى محتوى ثابت لاوا-
بولر وارددر .
- ۲ - اوتل آريجه صيجاق و صوغوق
صو بانو دائره لرى محتويدر .
- ۳ - اوتلك مختلف محللر نده ، ياننده باره
ايله كلنلرك محافظه تقودى ايجون خصوصى
و ثابت كوممه قاصه لر باييلشدر .
- ۴ - اوتلك هر دائره سنده جريان هوايى
تامين ايدن منفذلر تاسيس ايدلشدر .

ازميرده تيلكليك جوارنده منزخانه قارشيدنده

Figure 377 An advertisement of Cihan Palace Hotel published in a 1926-dated guidebook. (Cihan Palace Hotel. Cihanzade Hüseyin Fehmi from Kula. Located across Menzilhane around Tilkilik in Izmir. 50 large rooms and various saloons. The first modern hotel established in Turkey. There are cold- and hot-water, labs, and bathrooms in the rooms. In various places, there are safes to protect the valuable things. In each room of the hotel, there are outlets for ventilation. Apartments special to only the families. There also are private depots for the tradesman to protect his commodities and things) (Nadir, 1926a, p.35)



Figure 378 The bank located at the place of Evliyazade Hotel building at present



Figure 379 The store located at the place of Hadji Ali Pasha Hotel building at present



Figure 380 Pınar Palace Hotel, Basmahane



Figure 381 Gar Hotel, Basmahane



Figure 382 Çaylan Hotel, Basmahane



Figure 383 Bebek Palace Hotel, Basmahane

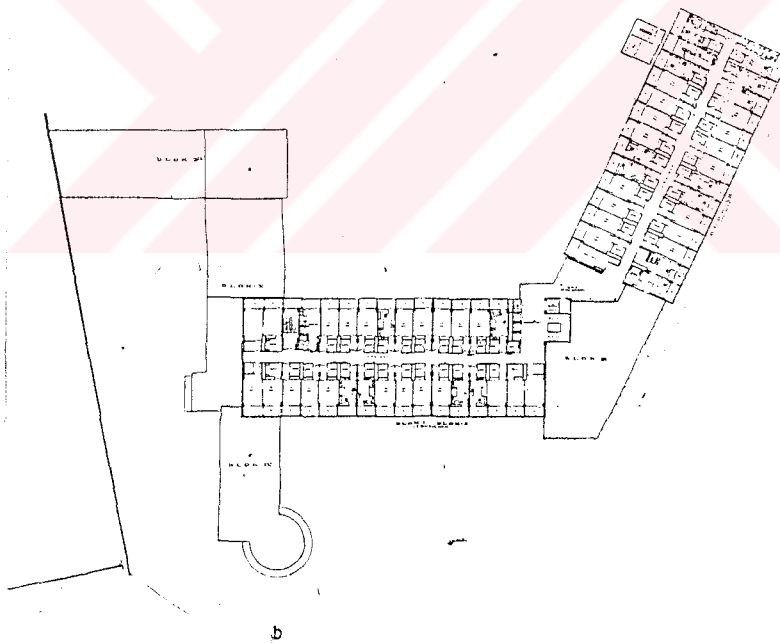
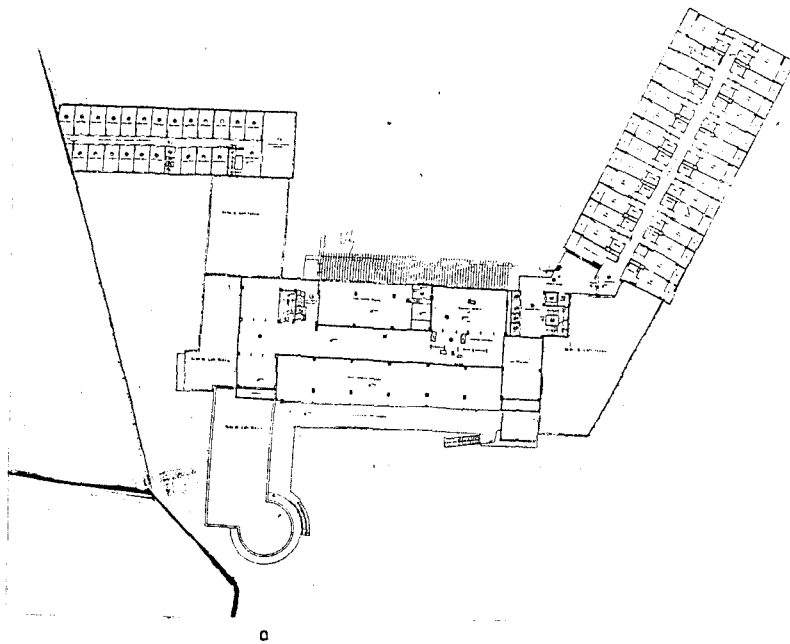


Figure 385 Büyük Efes Hotel, plans
a. First floor plan
b. Floor plan for the bedrooms
(Gönen & Sayar, 1965, pp.12-13)

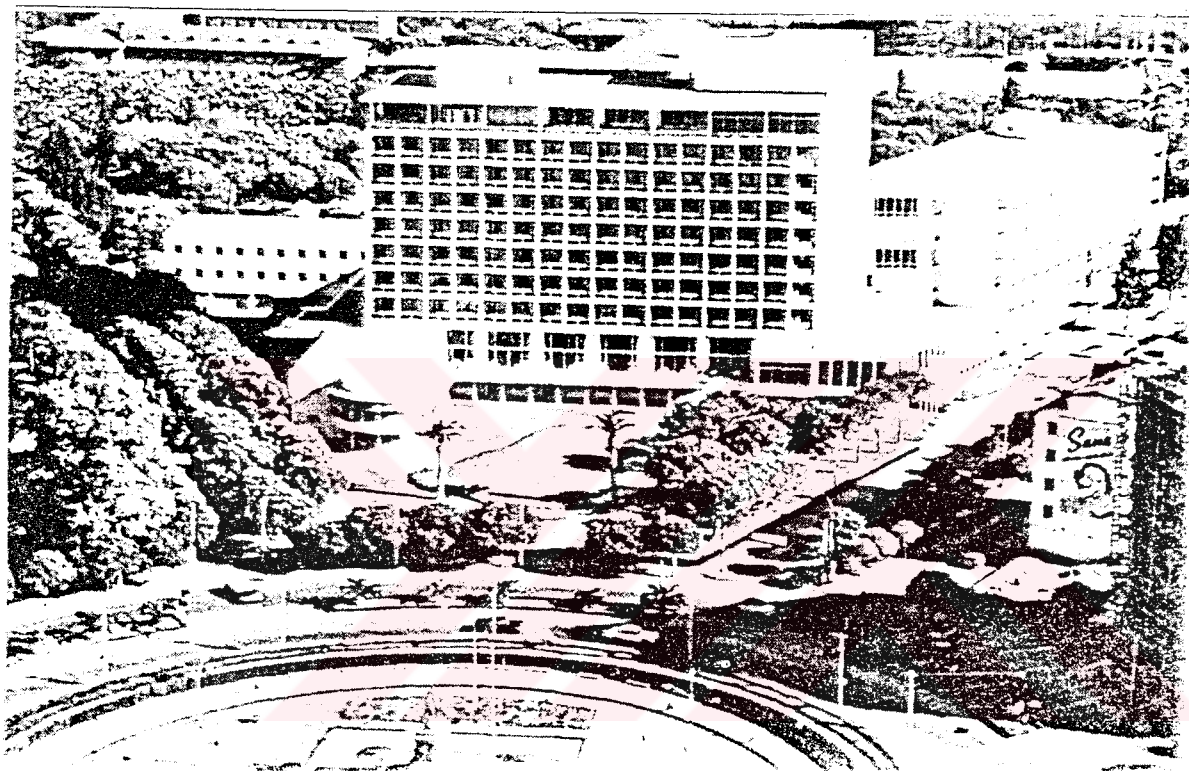


Figure 386 Büyük Efes Hotel and its environs in the years it was newly-established (Parlak, 1995, p.947)



Figure 387 Büyük Efes Hotel and its environs at present



Figure 388 Billur Hotel, Basmahane



Figure 389 Babadan Hotel Basmahane



Figure 390 Yeşil Bitlis Hotel, Basmahane



Figure 391 Tan Hotel, 1296th Road



Figure 392 Konya-Denizli-Anadolu Hotel, 1296th Road



Figure 393 Denizli-Ege Hotel, 1296th Road



Figure 394 Pamukkale Hotel, 1296th Road

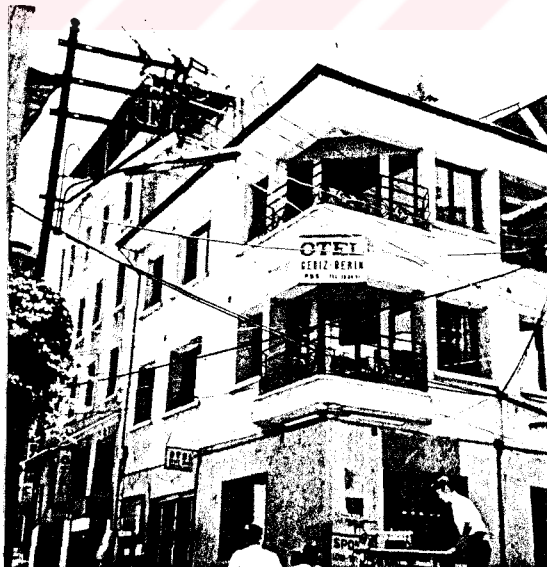


Figure 395 Gediz-Derin Hotel, 1296th Road



Figure 396 Niğde-Aksaray-Bor Hotel, Gaziler Street



Figure 397 Uşak-Kervan Hotel, Fevzipasha Boulevard



Figure 398 Anba Hotel, Cumhuriyet Boulevard



Figure 399 Kilim Hotel, Kazım Dirik Street

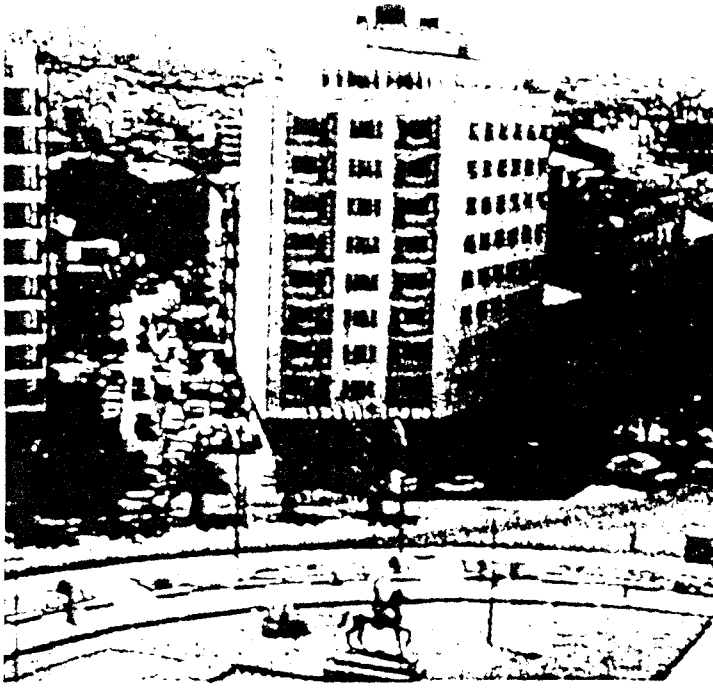


Figure 400 Etap Hotel, Cumhuriyet Square



Figure 401 The renewed Etap Hotel (Etap-Pullman, Mercure Hotel), Cumhuriyet Square



Figure 402 Etap Hotel (Etap-Pullman, Mercure Hotel), Konak



Figure 403 Kaya Prestige Hotel, Şair Eşref Boulevard



Figure 404 Hisar Hotel, Fevzipasha Boulevard

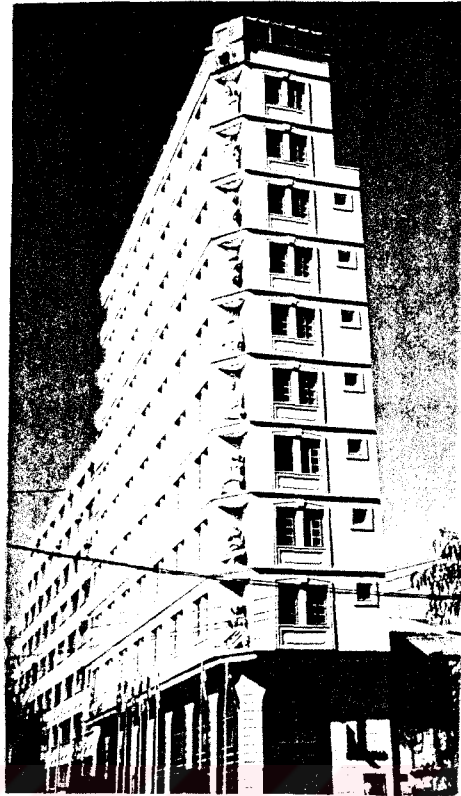


Figure 405 Marla Hotel, Kazım Dirik Street



Figure 406 Ismira Hotel, Gazi Osman Pasha Boulevard

IZMIR
HILTON



Figure 407 A brochure of Hilton Hotel

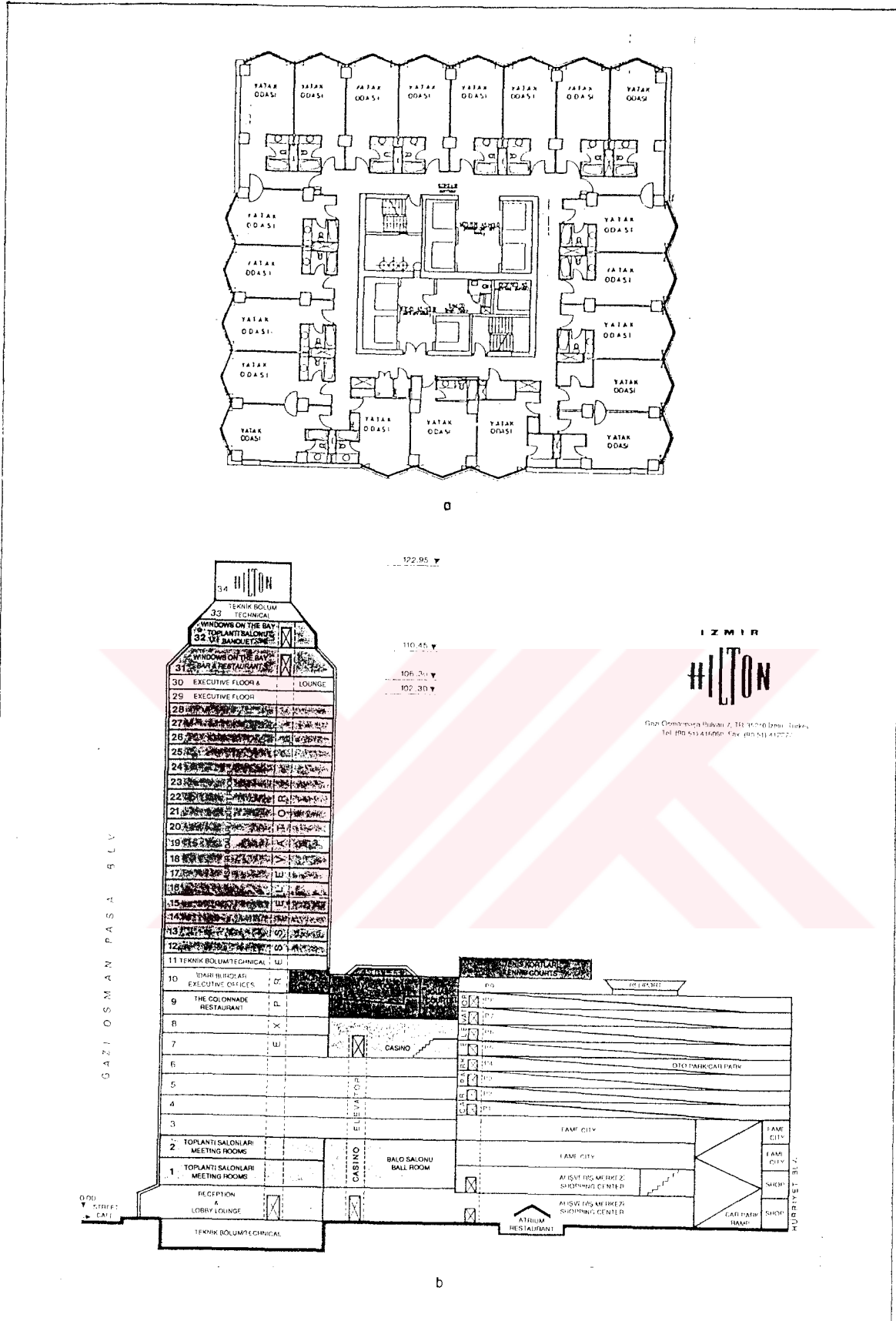


Figure 408 Hilton Hotel
 a. The bedrooms
 b. The schematic section



Figure 409 Huzur Hotel and Hilton Hotel



Figure 410 Atlas Hotel and Hilton Hotel

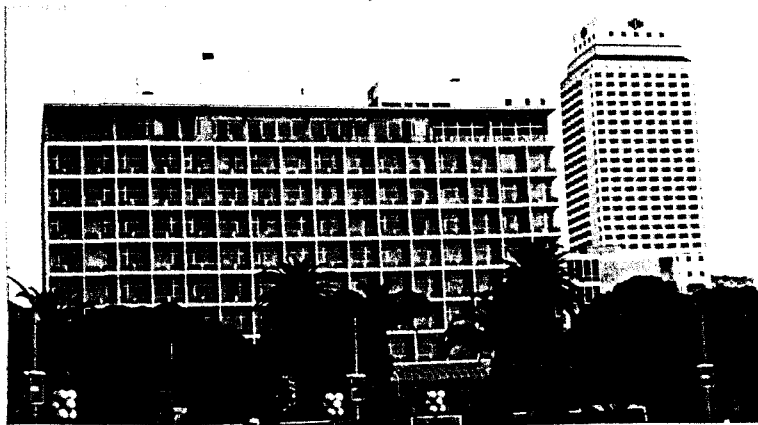


Figure 411 Büyük Efes Hotel and Hilton Hotel

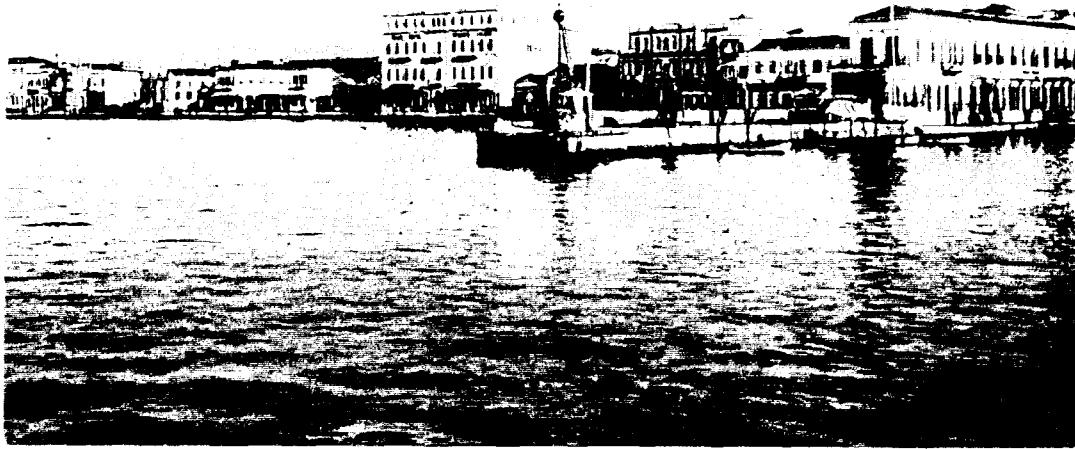


Figure 412 In a postcard dated to the 19th Century, the landmark building of the period, Kraemer Palace Hotel (the tallest building along the coast)

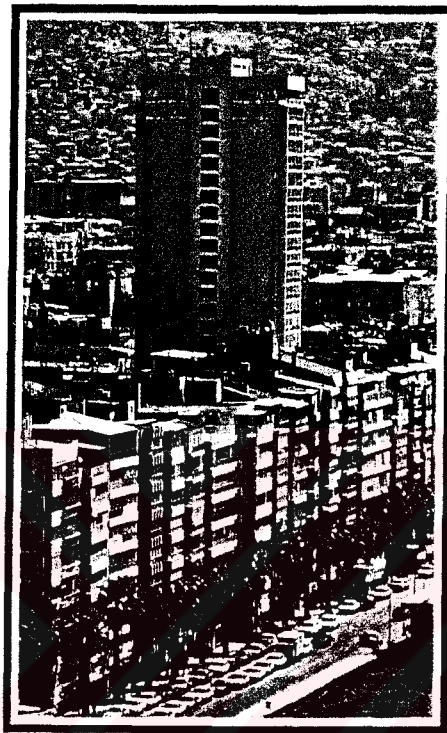


Figure 413 In a recent postcard, the new landmark as Hilton Hotel (as a skyscraper)



Figure 414. In a recent postcard, the two tallest buildings of İzmir, Hilton and Ege Palace Hotels

*your
BUSINESS
HOTEL*



*EGE PALAS
in the
BUSINESS CITY
İZMİR - TÜRKİYE*



EGE PALAS

Figure 415 A brochure of Ege Palace Hotel



Figure 416 Princess Hotel, Balçova



Figure 417 Ege Sağlık Hotel, Bornova



a



b

Figure 419 a., b. As an activity of the “2nd Kemeraltı Days”, those held at Kızlarağası Khan
 a. A view from the concert
 b. A view from a panel

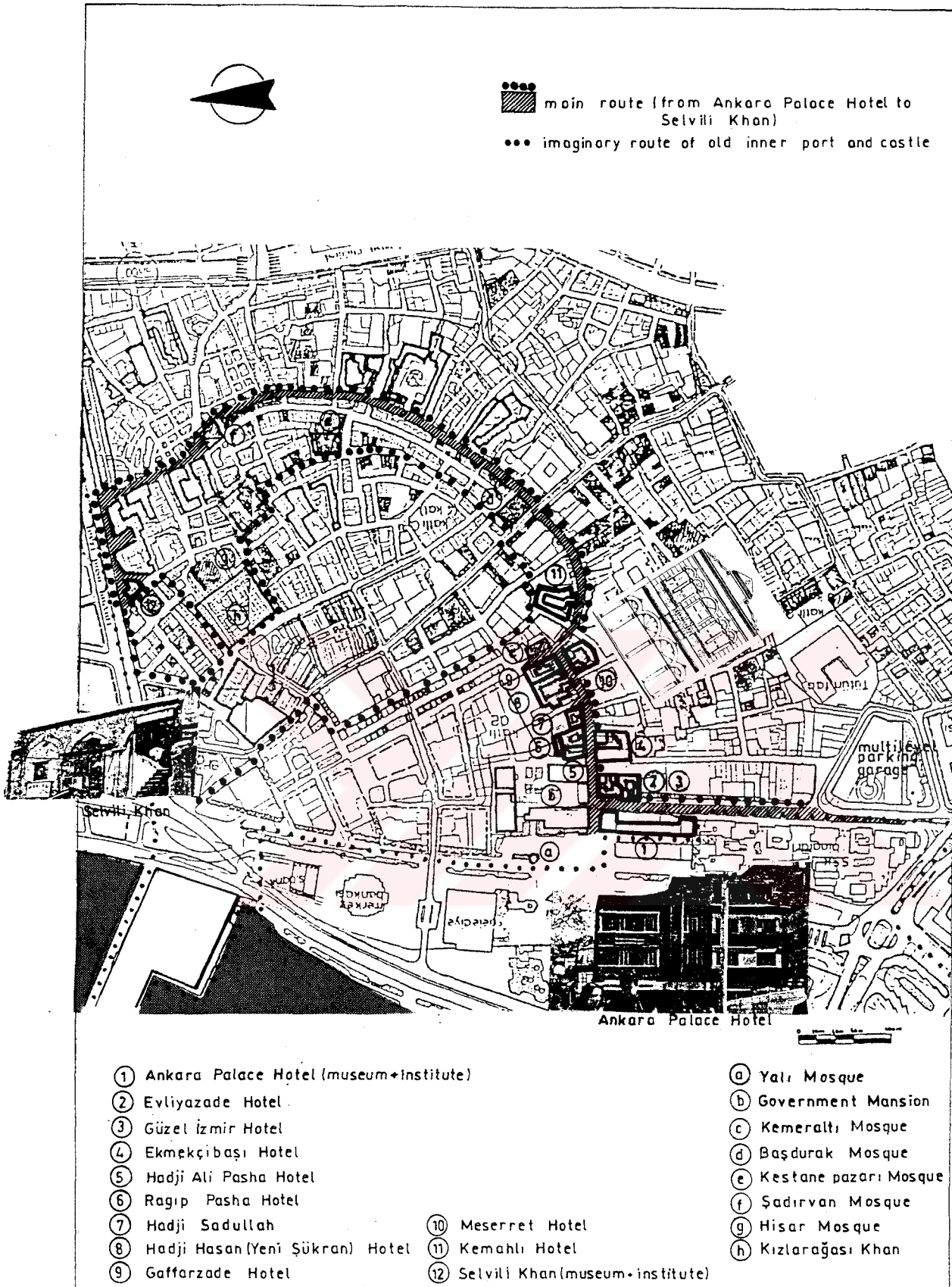


Figure 420 A regional reorganization plan within the framework of
 "Project Proposal Concerning the Conservation and
 Revitalization of Historical Kemeraltı Hotels"

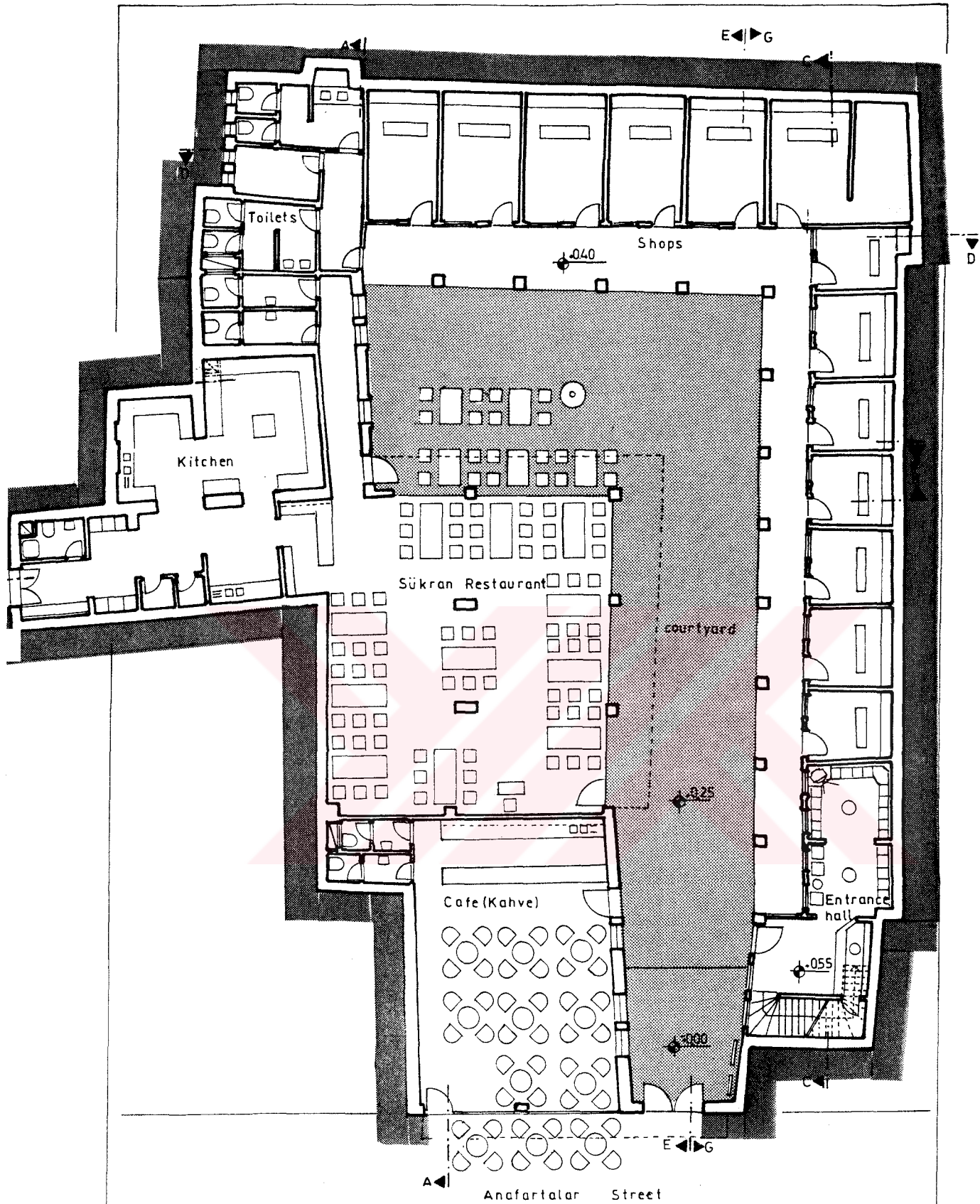


Figure 421 Hadji Hasan (Yeni Şükran) Hotel, restoration project, ground floor plan, scale: 1/200

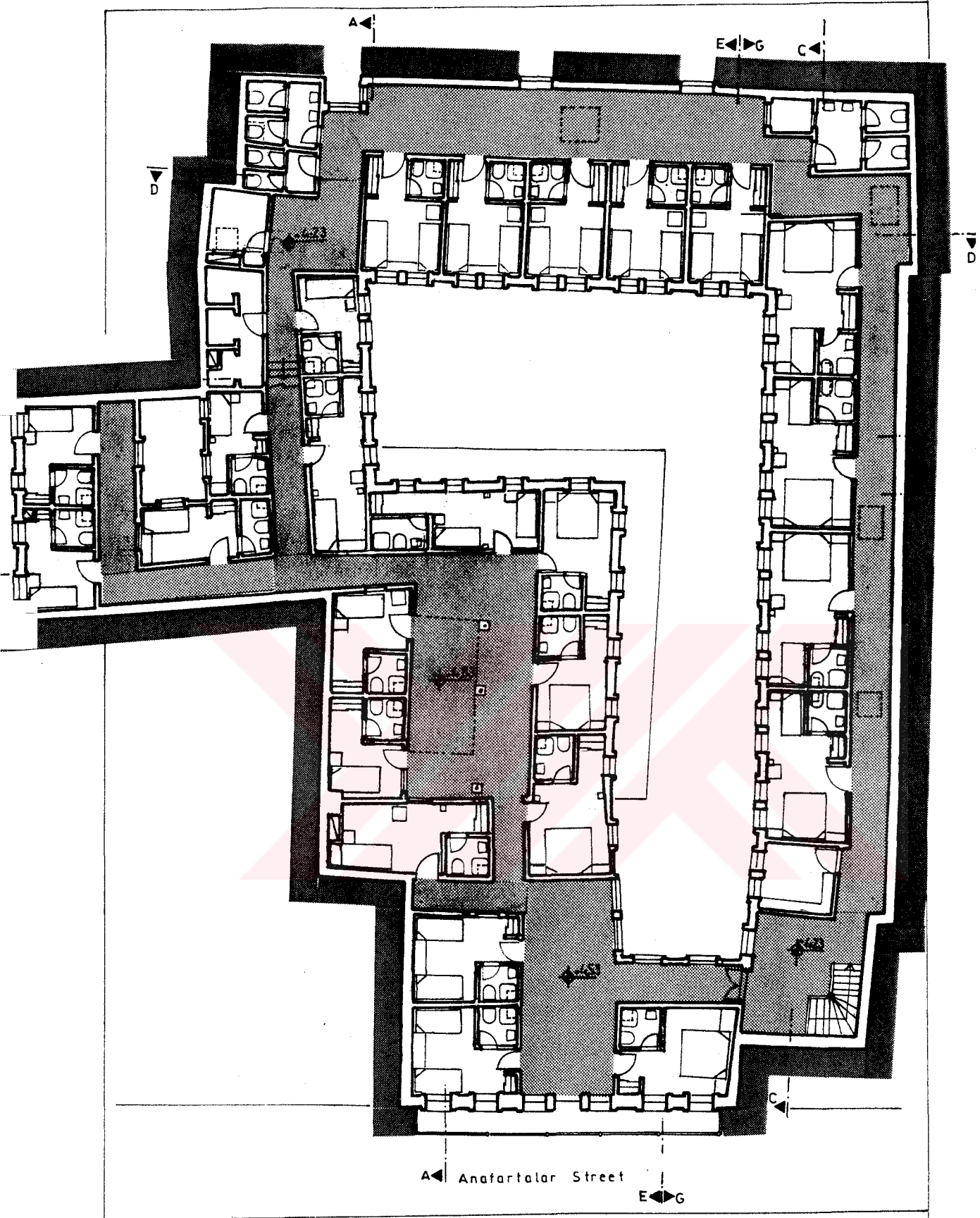


Figure 422 Hadji Hasan (Yeni Şukran) Hotel, restoration project, first floor plan, scale: 1/200

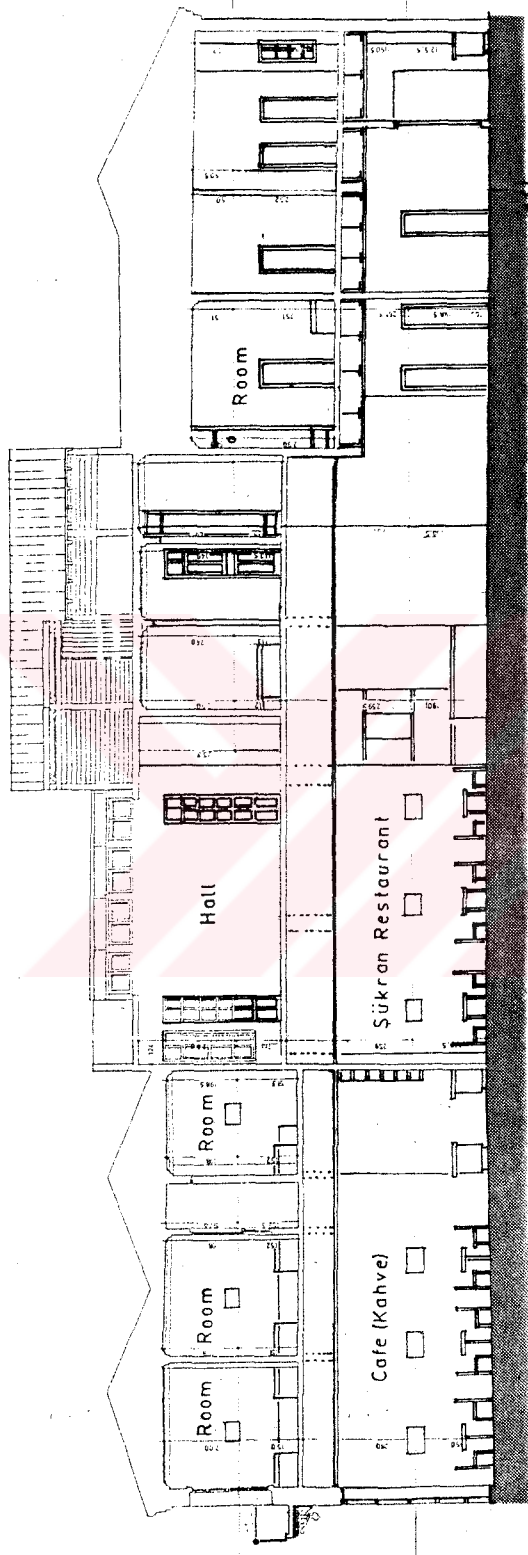


Figure 423 Hadji Hasan (Yeni Şükran) Hotel, restoration project, Section A-A,
scale: 1/200

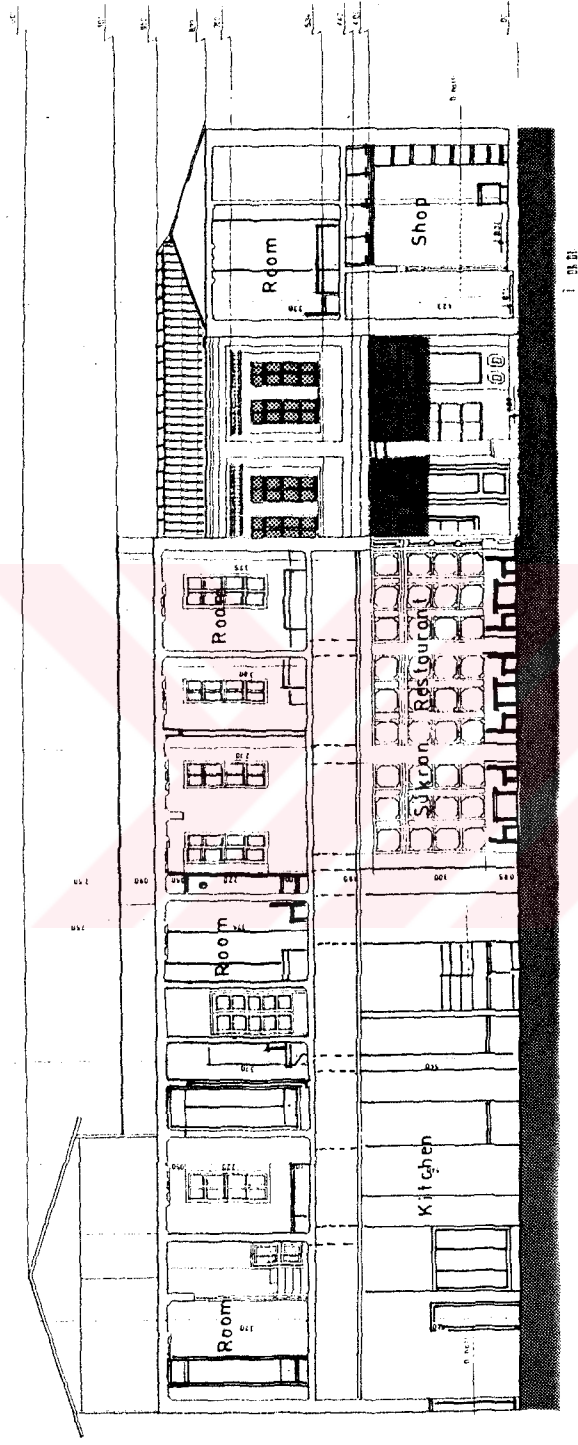


Figure 424 Hadji Hasan (Yeni Şukran) Hotel, restoration project, Section B-B,
scale: 1/200

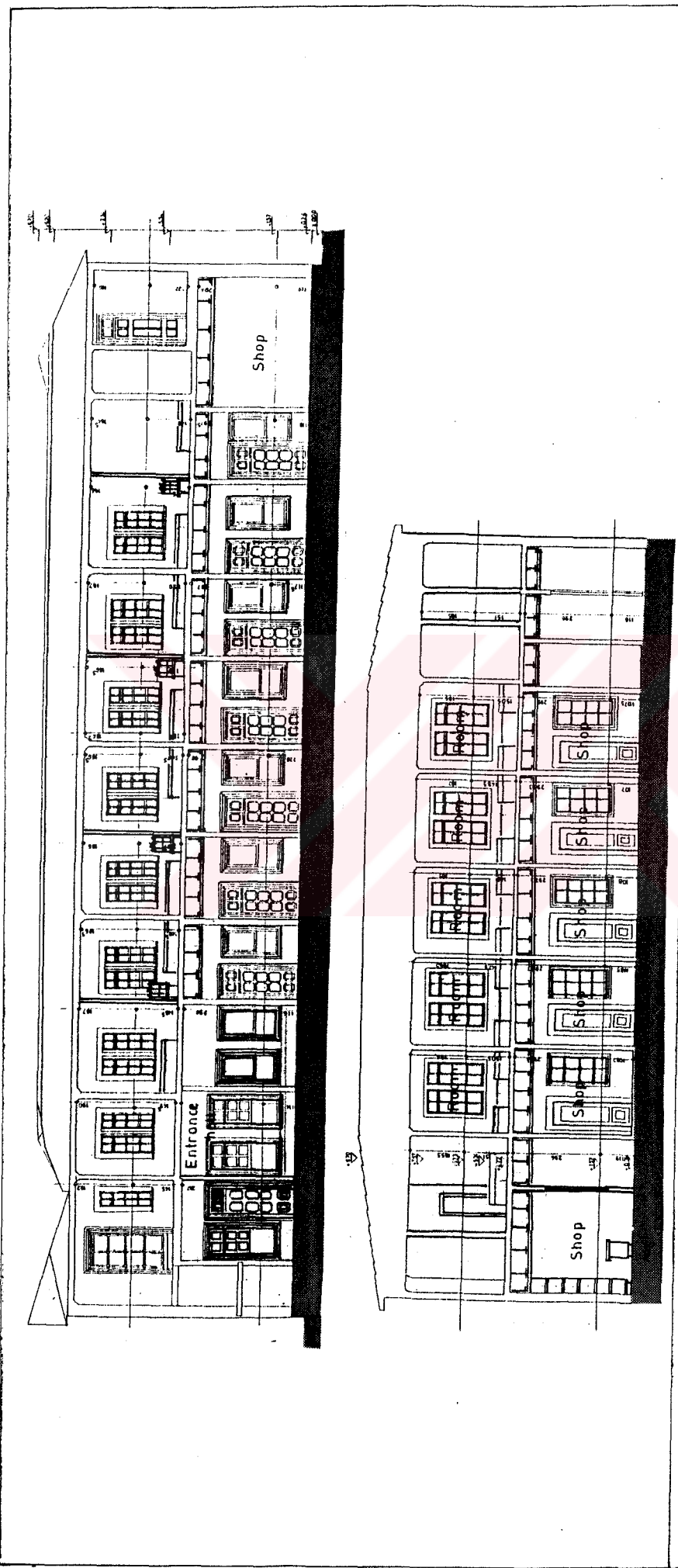


Figure 425 Hadji Hasan (Yeni Şukran) Hotel, restoration project, sections,
scale: 1/200
a. Section C-C
b. Section D-D

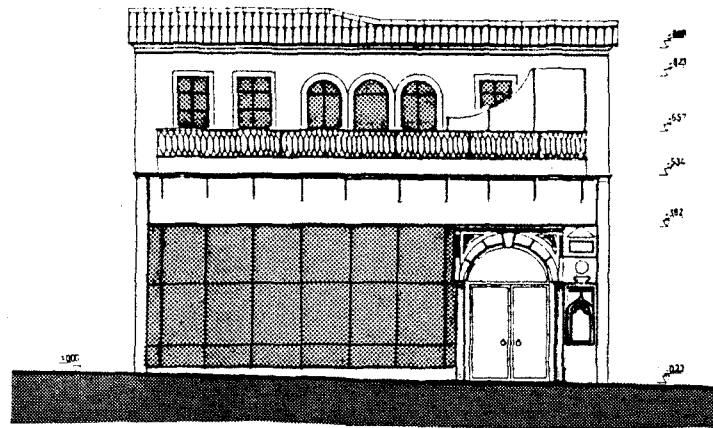


Figure 426 Hadji Hasan (Yeni Şükran) Hotel, restoration project, facades,
 scale: 1/200
 a. Facade of Anafartalar Street
 b. Facade of courtyard

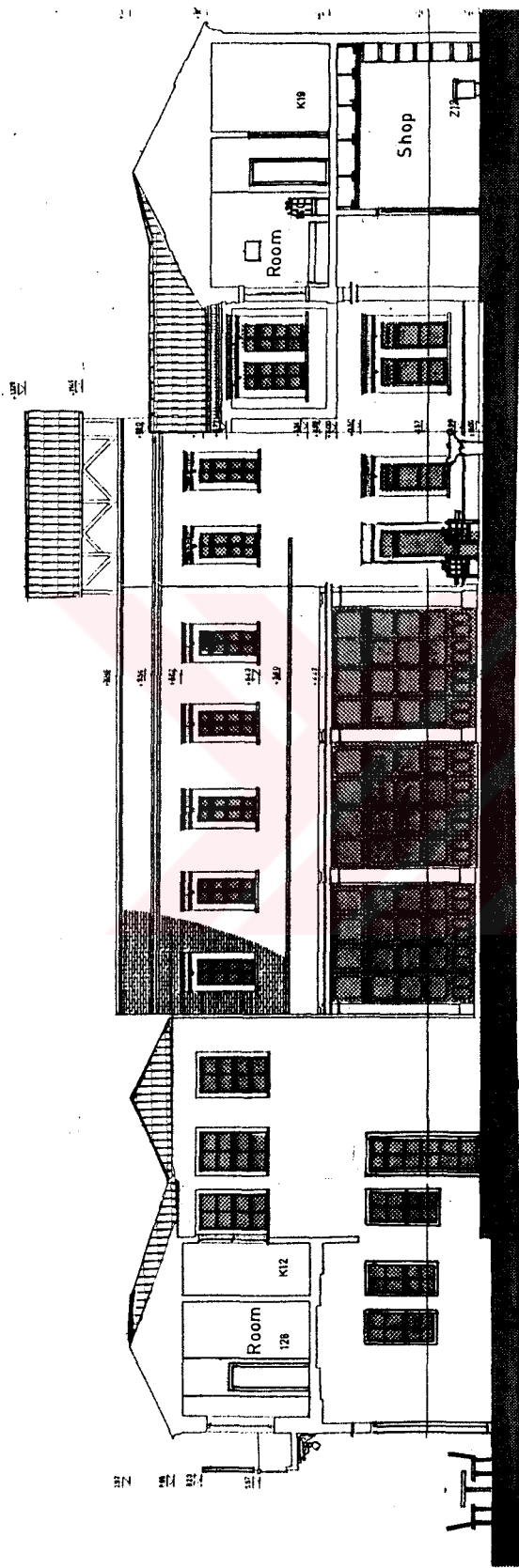


Figure 427 Hadji Hasan (Yeni Şükran) Hotel, restoration project, Section E-E (facade of courtyard), scale: 1/200

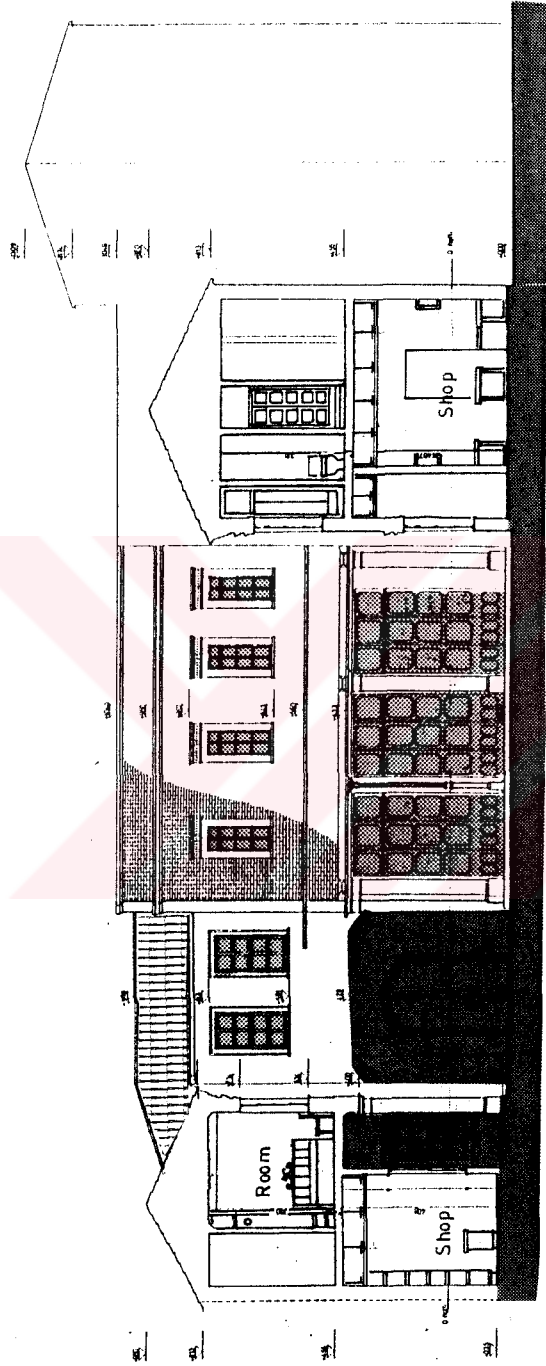


Figure 428 Hadji Hasan (Yeni Şükran) Hotel, restoration project, Section F-F
(facade of courtyard), scale: 1/200

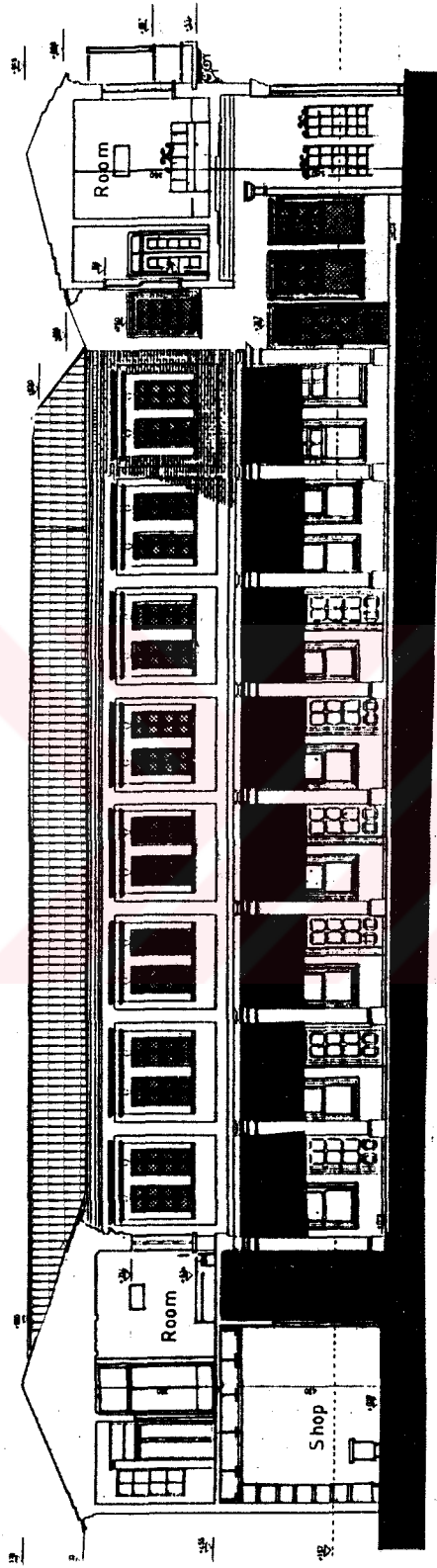


Figure 429 Hadji Hasan (Yeni Şükran) Hotel, restoration project, Section G-G
(facade of courtyard), scale: 1/200