

Transportation System Used In Anatolian in 16th Century, Its Establishment and Its Effect on Buildings and Structures

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Abstract: - *The transportation has been the most important facility for the societies in both commercial and military aspects. In terms of military; new lands and new routes have been conquered and the borders have been protected by roads. The unattainable regions have remained backward and become an open door for the enemies. And the trade has been supported by the roads. Products have been transported and sold from one district to another. Welfare of the societies has increased with the power of the transportation they have established. Topography is the most significant fact for establishment of the transportation system. On the other hand, the transportation in the past was not getting the target in the fastest way but was in the safest way. Accordingly, major routes, established with the experience of travelers, have been used several times. This paper overviews important roads used in Anatolia in the 16th century as well as the “Pilgrimage Road” and buildings constructed on it.*

Keywords : *Anatolia, 16th Century, Transportation System.*

I. INTRODUCTION

Anatolia has been inhabited and has hosted important civilizations since the beginning of history. Its soils' being well-watered and fertile and its climate's being favorable have made the region attractive. The Anatolian peninsula is a bridge between Asia and Europe. At the same time, the route passing through Anatolia has been used during all the migrations between Asia and Europe, [1]. This feature and its being fertile and arable have been important advantages for the civilizations it hosted. On the other hand, the transportation has been the most important factor for the

societies in terms of trade and military. In terms of military, the new lands have been conquered by means of the roads and also protected by the roads. Unattainable lands have grown weak and have been open to the enemy. The welfare of societies has increased with the power of the transportation system they have established.

This study sets forth the Ottoman Empire's transportation system, used in the 16th Century to expand its boundaries for centuries following its foundation used in the 16th century.

Purpose of this study was to overview the used transportation system in Anatolia and thus to investigate its establishment process of the route used in the 16th century and its effects on construction of the buildings.

The boundaries applied in the study were determined to be the time, location and construction. The important roads used in Anatolia down the ages and the “Pilgrimage Road” in the 16th century were overviewed. Khans, bridges, caravanserais and complexes on these roads were searched.

A detailed literature review was carried out as the material and method used in the study. Previous studies on the subject were examined and the route “Pilgrimage Road” of the 16th century was searched in the Ottoman Archives of the Prime Ministry. Subsequently, historic trails and structures in the 16th Century have been discussed on Turkey map. As a result, the important roads used in Anatolia throughout the history and the structures built on the Pilgrimage Road were searched.

II. THE ROAD SYSTEM USED IN ANATOLIA

Anatolia has hosted many civilizations since the beginning of the history thanks to convenience of its climate and its geographical characteristics. Hittites,

Persians, Assyrians, Romans are some of them. Every civilization has developed using the knowledge of the previous societies. In Anatolia, the oldest known highway was built in 2000 BC by the Hittites. This road connects the main settlement centers in the Central Anatolia and extends to the Black Sea and the Aegean shores.

Particularly between 1960 and 1750 BC, Assyrian Trade Colonies existed in Anatolia; in this period, the Assyrian merchants opened large lands to the trade for their own city state and founded colonies settled there. Attractiveness of Anatolia originated from richness of raw materials, namely mines and forest, grain and livestock products. The Assyrians, taking the raw materials to their countries, brought their products (fabric, alloy) back to Anatolia in consideration therefor. Although the political relations between Anatolia and North Mesopotamia and North Syria have been weak, the relevant transportation dated back to 2800-2400 BC.

For instance, the use of the term "Upper Homeland" by Adap Site King named Lugal Annemundu and the Uruk Site named Lugal Zaggese for the Amanos Mountains in Antioch indicates that Mesopotamia had connections with Anatolia in that period. The used route intersects with the current Mardin, Diyarbakır and Malatya highway. The trade colonies have stood to Mesopotamia via Corum-Bogazkoy-Ankara-Konya [2].

The road used by the Assyrians for military and commercial purposes across through the lands between the city of Assyria and North Mesopotamia in the 9th-6th BC Centuries was named as the "King's Highway". Then, Susa, the capital of this empire during the time of the Persian Empire, the "King's Highway of 2,600 km length, passed through Mosul, Mardin, Diyarbakır, Malatya and Sivas, connecting them to the famous city of Sardis and the port cities on the Aegean coast (Phocaea, Symrna (Izmir), Ephesus, Miletus) was constructed [3]. The "King's Highway" is the oldest known road/transportation system used in Anatolia. The route from the Aegean coast - a densely inhabited settlement- extending to Mesopotamia, was connecting the important urban centers of the period.

Although the road system used during the Roman period was similar to the previous periods, various by-roads were constructed due to the increase of settlement and they were connected to each other. As H. W. Saggs pointed out in his work, it was observed that the Roman road was undermined and thereafter the King's Highway was not so wide and it was noted that it was constructed in multi-layers [4].

The Romans started to travel to Western Anatolia in the early 2nd Century BC. With the agreement signed in Dinar in 188, they have conquered and added lands of Anatolia as far as the Taurus Mountains, under the administration of the local governments. The Romans continued their conquests in Anatolia. Subsequently, Anatolia was completely included within the borders of the Roman Empire in 113 AD [5].

Anatolia was divided into six major provinces and these provinces were connected to each other by the regular road network. Within the province of Asia, a regular transportation network has been established between the provinces currently named Bergama, Izmir, Laodicea) (Denizli region and Eskisehir; within the province of Cilicia, between Tarsus and Misis; in Pontus between Bursa, İznik and Samsun; in Galatia, between Ankara, Konya, Nefeskoy, Amasya (Amaseia), Zile and Tural; in Lycia, between Antalya and Side; in Cappadocia, between Aksaray, Caesarea (Kayseri), Sivas, Kilisehisar, Goksun and Malatya.

The Roman roads constituted core of the modern roads also in Anatolia as in Europe - in other words on the lands where the empire reigned. They extend from Rome to the provinces, towns and villages within the boundaries of the empire. Resting stations and post offices have been placed in certain distances and the intervals were determined by the milestones [4]. Thus, even today, Anatolia has gained a systematic road network with noticeable traces.

The Peutinger Maps, having an important place in both historical and geographical studies, are the original pieces of the Roman period in the medieval period, consisting of 12 pieces. These copies were made by Count Colmer in 1265. In 1494, Conradus Celtis found the relevant copies. Afterwards, he legated these maps to his close friend Konrad Peutinger (1465-1547). Currently, 11 of them are exhibited in Vienna. 9-10 and 11 illustrate the current borders of Turkey in pieces. The 9th part illustrates Istanbul and Western Anatolia, the 10th part shows Central Anatolia and Eastern Anatolia, and the 11th part demonstrates Antioch (Antakya) and Syria (Figure 1).

The Peutinger Maps are important sources for studying the road system used in Anatolia. On the tables, 9th, 10th and 11th parts containing Anatolia, the known centers were inserted with blue text. Thus, the routes and centers used in the 13th century were observed more clearly.

On the 9th Part, Istanbul and Marmara Bays are apparently noticed. Cities are located on the map by their names and linked by orange lines. In the 10th Part, Yozgat, Ankara, Konya, Kayseri (Caesarea) centers and

the coastal settlements such as Bergama, Ephesus, Side, Anamur (Anemurium) and the island of Cyprus are shown. In the 11th part, Sivas, Cappadocia, Adana, Antioch (Antioch) and Iskenderun Gulf were shown.

In a study conducted on the Peutinger Maps by Schreiber in 1962 [5], the roads passing through Anatolia were drawn according to the Peutinger Maps (Figure 2). By-roads are shown in dots; main roads are shown in straight lines. On the map, Istanbul, Iznik, Izmit, Bergama, Ephesus, Caesarea, Konya, Nigde city centers are noticed. In Anatolia, there are coastal settlements along with the routes between various centers. Networks of routes between various centers in Anatolia and coastal settlements are noticed. Trabzon and Samsun are noticed on the Coast of the Black Sea Region; Ephesus and Bergama on the Aegean Coast, Alanya, Antalya, Tarsus, Issos ports on the Mediterranean Coast, and a network established between all these centers is noticed. These ports have been used since the Hellenistic period (Figure 2).

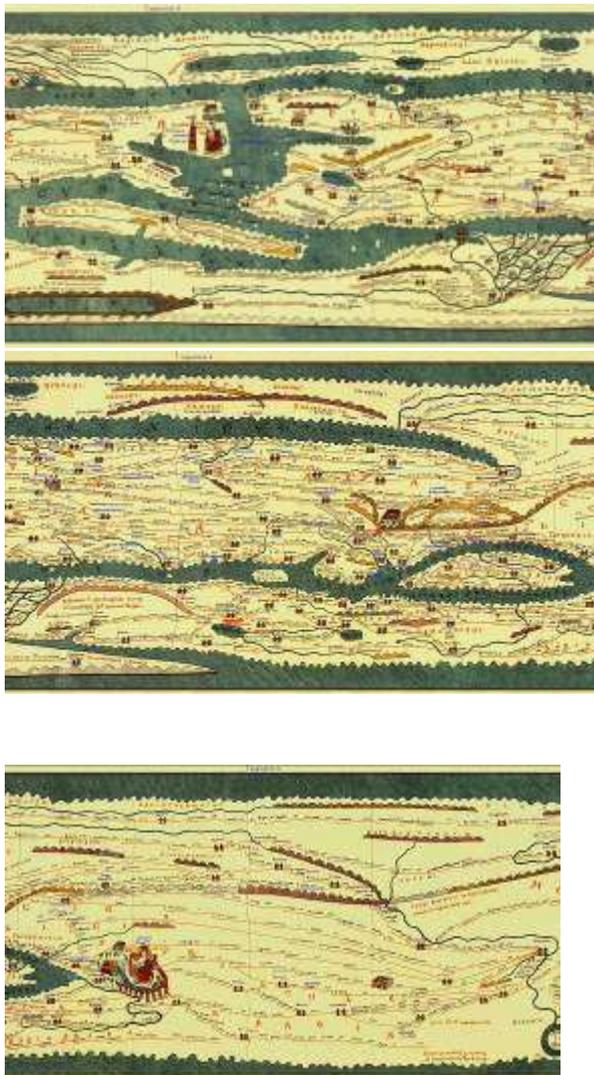


Figure 1 Peutinger Maps, 9th, 10th, 11th Parts.

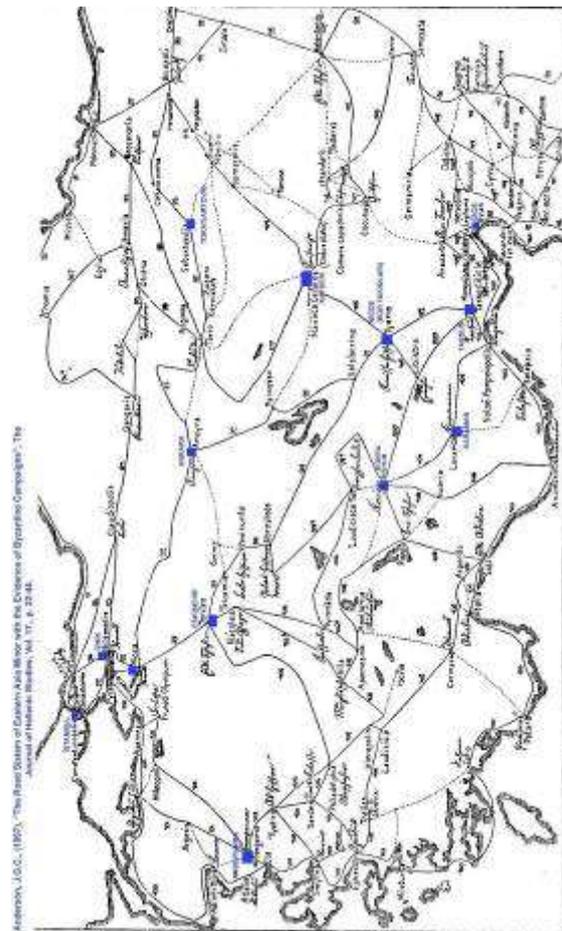


Figure 2 Peutinger Maps, 9th, 10th, 11th Parts [5].

With the old Byzantine being the capital of East Rome, Anatolia has gained the task of being a bridge between South Asia and Central Europe. The change in the general transportation has led to the emergence of the new road network in time. The main street that passes through Anatolia, unlike the east-west direction, follows a curved road and starts from the Gulf of Izmit and passes through the Taurus, Cilicia passages and reaches Tarsus; from there, it goes to North Syria via the Amanos Mountains [6]. This road, later called Iznik-Eskisehir-Aksehir-Konya Street, survived and existed for centuries.

The most important street in the time of Anatolian Seljuks was the road from Konya to Aksaray and to Sivas via Kayseri (Caesarea). The Seljuk caravanserais of this period apparently showed us the traces of this road in Figure[7].

Economic and social life in Anatolia during the period of Anatolian Seljuk State had and showed some features that would later be the basis of Ottoman Society in the 16th century.

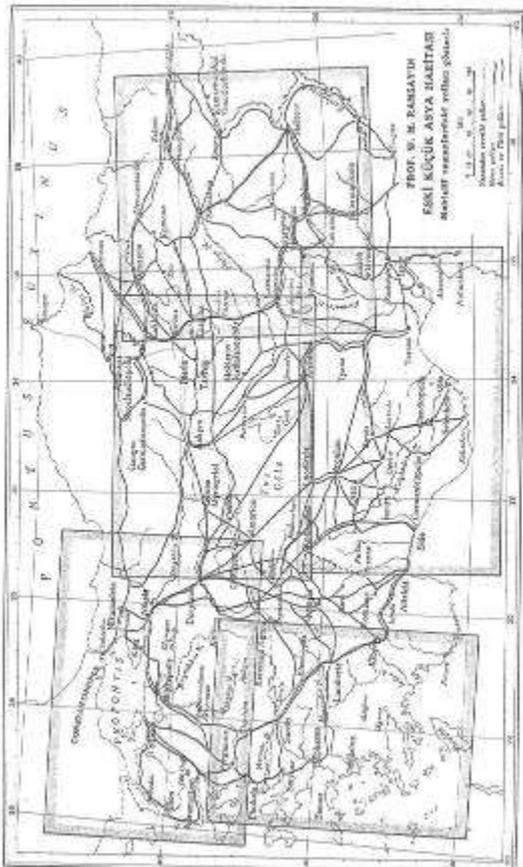


Figure 3 Ancient Small Asian Maps [6].

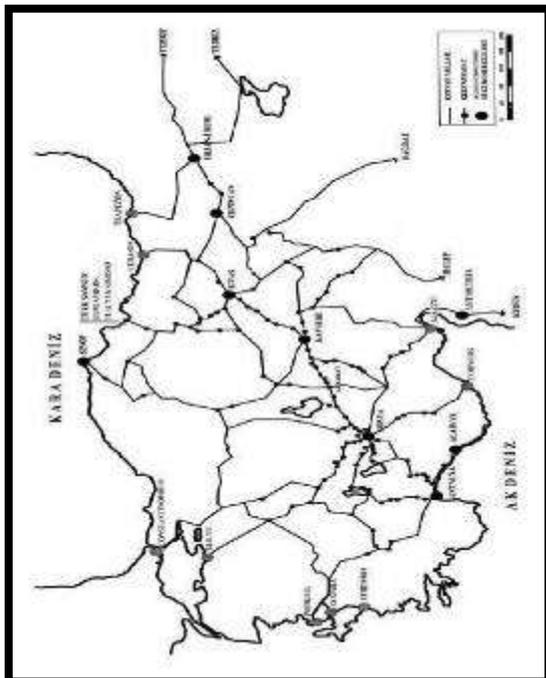


Figure 4 The Caravan Roads and Caravanserais in the Anatolian Seljuk Period [8].

According to eyewitnesses in the 12th century, Turks and Greek Cypriots, who had settled here in Anatolia and had engaged in livestock breeding and agriculture, were in good social relations with each other and the trade was developing at that time. The Turkish population in Anatolia, which provided the raw materials necessary for the Byzantine’s weaving industry, also exported the fabric - they weaved from wool - to France and England. Carpet weaving has been developed in Sivas and Aksaray. In the 13th century, Anatolia became an international trade center with the trade routes and caravans passing through it [9]. The caravan routes passing through the Seljuk geography were linking the Black Sea and the Mediterranean with the major trade centers between Iran, Mesopotamia and Syria [10]. In the 11th and 13th centuries, the Seljuks, with the center based in Konya, gave great importance to the trade. The large trade network between the east and the west was established and performed by beasts of burden passing through Anatolia. They aimed to establish the spatial infrastructure of the Turkish-Islamic colonization by introducing the Seljuks into the international trade area of Anatolia and developing social, economic, cultural and political relations with the foreign countries. Based on the capital city-centered commercial distribution system supported by the system of caravansaries, a system of cities was organized, including trade and exchange centers, military and commercial port cities, market and fair centers [8]. Thus, in Anatolia, caravanserais, funded by rich statesmen, have been constructed on important roads and at important crossroads at every 30-40 km.

As a result, the roads - used to reach the target in the easiest manner not to cause geographical restrictions, have overlapped in terms of frequent destinations termly.

Accordingly;

- The cities of Izmir, Ephesus and Miletus - the three important ports in the ancient times - were developed due to their locations on the Anatolian peninsula. Between the settlements on the Aegean coast (such as Bergama, Ephesus) and the Mesopotamia, a route called as the “King’s Highway” was used.
- In the early period, it has been observed that the roads from the Aegean coasts are now being used more intensively. During the Byzantine period, the trade route, used intensely between the East and West, reached to Mesopotamia from the Aegean coast, passing through Caesarea and Darende district of Malatya. Another line is the road from Konya-Eregli and Cilicia Gate to Tarsus.

- During the Roman period the roads were more prominent. The main street that passes through Anatolia, unlike the east-west direction, follows a curved road and starts from the Gulf of Izmit, passes through the Taurus Cilicia gates to reach Tarsus; from there it goes to North Syria via the Amanos Mountains.
- The most important roads in Anatolian Seljuks period was the route from Konya to Aksaray and Sivas via Caesarea.

III. COMMERCIAL ACTIVITIES AND ROAD SYSTEM USED IN ANATOLIA IN THE 16TH CENTURY

Since the road system is closely related to trade, the road system in Anatolia has been overviewed and it is observed that certain routes have been used more for geographical and strategic reasons. Throughout the history, the roads used have been classified as migration routes, trade routes and military routes [12]. When the road system used in Anatolia is overviewed, the routes used sometimes have more than one of these functions.

For instance, the “King’s Highway” used in the ancient times was also the route of commercial activity of the period. It was used during the Crusades and the route, known as the Pilgrimage Route subsequently, was used during the military operations of medieval European history. It is known that the Crusades started by the Christian States against their enemies in Jerusalem have not only targeted the Muslims but the Jewish People and the Christians of different denomination [13]. Therefore, the factors that push the medieval European society for the Crusades are political, social and economic reasons. The goal is to seize Anatolia and the Near East, and to establish dominance in these regions to get wealth of the East [14]. As a result, the expeditions in the history were similar to the road system used during the trade. Commercial activities in Anatolia started in the oldest periods. In the early period, it is known that the roads descending from the Aegean coasts and the Southeastern Anatolia have been used more intensively. The regions where the commercial activities have been conducted since the early ages are known to be the routes from the Aegean coasts to the Mesopotamia with the connection of Central Anatolia and Asia. Until the Byzantine period, the trade route, used intensely between the East and West, reached Mesopotamia from the Aegean shores, passing through Caesarea and today’s Darende district of Malatya. Another line was the route from Konya-Eregli and Cilician door to Tarsus. According to the map where Hammond showed trade routes in the Roman Period, the most commonly used route as a

highway was the connection between the port of Ephesus and Antioch and Aleppo. This line is the silk and spice route to China and India. With regard to shipping trade, Ephesus and Manisa were reported to be the port cities on the Aegean coast, and Adalia and Antioch to be the port cities on the Mediterranean coast. The trade in Anatolia during the Roman period and the Crusades led the Christians to establish privileged colonies in the Eastern Mediterranean. The trade colonies of Muslims on the European continent have largely disappeared. In the Seljuk period, destructions of the first two Crusades in Anatolia were started to be recovered. The fact that the Seljuks subjugated the roads to a large extent is considered to be the most important reason for that [15]. During this period, the caravan routes linked the Black Sea and the Mediterranean to the major trade centers between Iran, Mesopotamia and Syria. The Empire of Iznik was the center of trade with Europe and was the most important stop of Anatolia, Genoese, Provençal, Venetian and Cypriot merchants [16].

The 12th century Europe is known as a period of urban and commercial development. In this period, the settlement began in Anatolia and progressively continued in the 13th century. This may be due to the revival of long-distance trade. On the other hand, since the Mongols dominated the lands from China to the Mediterranean in the 13th century, east-west trade was run much easier and roads were much safer. The fact that the Syrian ports were in the hands of the Mamelukes, who were at war with the Mongols, caused the entire trade to be carried out over Anatolia. Even Marco Polo had to go through Anatolia to arrive in China [17]. In his work about the journey of Marco Polo, it is reported that he arrived at Ayas Port in 1271 and it is known that he arrived in Anatolia and finally Tabriz through Iran to China [12]. Caravans from Mecca transported medicines, spices and other commercial goods to Aleppo; and silk, wool, gold, paper, indigo and sugar - brought from India and Iran to Europe, Sudan, Beirut - have been transferred to Europe through Sudan, Beirut Ports. In the late 14th century, between the Eastern Mediterranean and the Greek and the islands of the Aegean, in Anatolia, between Alexandria, Syria, Cyprus and Cilicia, there has been an intense trade network. Italian traders from Western Europe exported grain, oil, fruit, animal products and sugar from Cyprus. Heavy metal has been exported from the west to the Eastern Mediterranean Countries. Particularly, there had been a very intense trade between Venice and Alexandria [18].

At the end of the 15th century, as a result of the sea policy pursued by the Ottomans, Fatih and Beyazit II’s periods’ fleet detracted the Black Sea colonies of the

Genovese away from the region and stroke a blow against Venetian and Genoese power in the Eastern Mediterranean. At the end of these wars, the Ottoman fleet managed to transfer the traditional marine technology in the Mediterranean to its own world. Particularly during the reign of Beyazit II, a fight was started against the Portuguese in order to fulfill the demands of the Mamelukes State in Egypt, which demanded protection of the Muslim towns on the shores of the Red Sea reaching the Indian Sea and the holy land like Mecca and Medina. With this new policy applied in the seas, the Ottoman Empire intended to increase its political and commercial power [19]. However, the Ottomans have not established a commercial fleet other than military fleets in the Mediterranean like it was in Europe. Instead of trade, a policy of defense and protection of the region was driven. This has affected the Ottoman Empire economically [20]. The Western traders bought the goods produced in their countries in Asia or bought them from the Easterners who settled around them. Aleppo, in the North of Syria, has attracted the attention of the merchants as much as Damascus. Southern fruits were brought from the gardens around Tripoli and Sur. Grapery and wines were made on the mountain slopes of Lebanon and at many other districts. At the same time oils were derived from olive and sesame-cultivated lands. Sugar has been the main export product of Syria. Egypt and Palestine were also the most important centers exporting sugar to the Western Europe until the end of the 15th century [21]. In addition to foodstuff, silk and cotton were also produced in these regions. Antioch, Tripoli and Sur are the main production centers of silk [22].

Towards the end of the 16th century, the Aleppo road in the Eastern Mediterranean was used more intensively because of its being shorter and continental. In numerous commercial correspondence belonging to Venetian and Marsilian people and sent from Aleppo, Trablusham and Iskenderun, silk has been demanded besides many other goods [18]. Nevertheless, it is known that many substances such as spices, indigo and gum were brought to Bursa by caravans through Konya and Kutahya; and Venetian merchants have bought spices from there [23]. Therefore, the Ottomans entered into an intensive urban and architectural arrangement particularly in these two important cities of Syria in the 16th century [24]. The Portuguese traveler, Mestre Afonso, reported with regard to the Venetian ducats in Aleppo that everyone there was engaged in trade from the lowest to the highest level, and each had representatives in Aleppo, Alexandria, Damascus, Istanbul, Cyprus and all other places where they trade

[25]. This indicates us that Aleppo is an important commercial center.

One of the most important routes of Eastern trade passes through the Persian Gulf and the other through the Red Sea. The Red Sea route reached to Suez, and then to Alexandria from there. The Mediterranean ports between Alexandria and Iskenderun on the Southeastern Anatolian Coast are the most important routes of this trade [26]. In the mid-16th century, the West gained grain-rich and generally cheaper exportable goods exported from the Eastern Mediterranean, which could be exported [18]. In this region, timber was one of the major export goods as well. Even in ancient times, cypress trees, being fragrant and decay-resistant, have been exported to Egyptian and African countries by means of ships from the shores of Cilicia [27]. At the beginning of the 18th century, Europe's interest in the East and South of the Mediterranean continued. India has been an attractive center and it was intended to create alternative transport routes. Having defining these routes, it is aimed to strengthen commercial and military activities [28]. In the Ottoman Period until recession started in the 18th Century, each nation of the Sultan was subject to the same laws and affiliated to the same administrative organization, speaking the same language and using the same money from the Danube to the Indian Ocean and from Iran to the Maghreb. The ease of displacement of people and goods must have strongly been supported the development of a wide variety of trade.

Examples are coffee, spices and eastern fabrics coming from Cairo and Aleppo; products from Central Africa; fabrics produced in Syria and Egypt; leather goods and wool produced by the Maghreb; olive oil, the lumber produced in Anatolia; and tobacco from Thessaloniki. Although Europe has discovered the route of direct access to India, Cairo has long maintained its central position for redistribution of eastern products. Aleppo has benefited a lot from shifting the borders of the state to which it is located: Aleppo, which was the center of a large region where international major trade routes passed through, has become a compulsory transit point for luxury goods brought from the Persian Gulf and India [28]. The Ottoman Empire had the largest political structure in 1606 from the borders of Morocco to the Iranian borders and from South Russia to Yemen, with its area of about 2,500,000 km² and with its wealth covering three quarters of the Mediterranean environment since the Roman Empire. Expansion of the lands also brought problems of transportation, military and economy. In particular, the foundations of feudal society began to be shaken by reforms in all over the world in the 16th century [29]. Therefore, it has become routine in the Arabic cities with its commercial activity.

As a result of the tendency of Arab traders to refrain from excessive competition with reasonable profit, there has been habit of living within the bazaar [28]. The regression period of the Ottoman Empire started with the Treaty of Karlowitz (January 26, 1699) and the first major land was lost at that period. The economic decline also continued with the political decline.

In Europe, from the middle of the 15th century to the end of the 17th century, almost every part of the world which may be reached over by the seas has been discovered and the shape of the world has been drawn. India, the African Coast, and many port cities surrounding the Indian Ocean have become the centers of attraction [23]. In the 16th century, the desire to discover and explore new lands in the world has led to formation of colonies and establishment of an intense trade network. During the same period, the Ottomans developed the road system due to the expansion of their land and the expansion of commercial activities. Previously constructed structures such as piers, fortresses and caravanserais have been repaired. The Derbent organization has been established and the transportation, communication and travel have been become reliable and easy with the range system.

It is a known fact that in the 12th century Turks coming to Anatolia and settled in the region, engaged in livestock breeding and agriculture and had good social relations with Greek villagers and accordingly the trade developed. The Turkish population in Anatolia, which provided the raw material necessary for the Byzantine weaving industry, has also exported the wool fabrics woven to France and England. Carpet weaving developed in Sivas and Aksaray. In the 13th century, Anatolia became an international trade center with the trade routes and caravans passing through it [30]. Giving some privileges to countries such as Venice and the Kingdom of Cyprus, the Seljuks have maintained the viability of the trade [31]. The caravan routes passing through Anatolia linked the Black Sea and the Mediterranean as well as the major trade centers between Iran, Mesopotamia and Syria [32].

Therefore, the first caravanserai was built by Kılıç Arslan II. This was followed by others on the Konya-Caesarea road [33]. In the 11th and 13th centuries, the Anatolian Seljuk State, centrally based in Konya, gave great importance to trade. The trade between East and West was conducted by beasts of burden passing through Anatolia. The Seljuks aimed to establish the spatial infrastructure of the Turkish-Islamic colonization process by introducing Anatolia into the international trade area and by developing social, economic, cultural and political relations with foreign countries [34]. Accordingly, the economic and social

life in the Anatolian Seljuks period had several characteristics, which would constitute a basis for the Ottoman Society.

In this period, the caravans from Mecca were transporting medicines, spices and other commercial goods to Aleppo. Silk, wool, gold, paper, indigo, sugar from India and Iran were shipped from Sudan, Beirut ports to Europe. In the late 14th century, there was an extensive trade network between the Eastern Mediterranean and the Greek and Aegean Islands and between Anatolia, Alexandria, Syria, Cyprus and Cilicia. Cereals, fats, fruits, animal products and sugar have been imported from Cyprus to the Western Europe by Italian merchants. Heavy metal was exported from the West to the Eastern Mediterranean countries. Particularly, there were very intense commercial relationships between Venice and Alexandria [13].

Various measures have been taken for the safety of roads in Anatolia, which has an intense commercial mobility. In the works of Ibn Batuta, one of the travelers of the 14th century, there exists the information about the importance of road safety in Anatolia. In addition, while comparing itself with a traveler traveling in Anatolia, he stated that these regions were safe for traveling. He also told the incoming foreign travelers about the presence of guides and interpreters. Particularly, while introducing Coracesium (Alanya) being the district where he first arrived in Anatolia, he stated: "Coracesium is a large district on the sea shore. This place is visited by the visitors of Egypt, Alexandria and Damascus. Here from, timber is exported to cities of Alexandria, Damietta and other Egypt cities." And he reported that particularly the wool fabrics woven from the sheep of Aksaray were unique and sent to Damascus, Egypt, Iraq, India, China and to the Turks [35]. It was stated by Ibn Batuta that the roads built in this period were safe and the reason for the construction of the caravanserais was the intensity of the commercial activities in Anatolia.

During the Anatolian Seljuk period, an intensive network of trade continued not only in Anatolia but also in Asia, Europe and the Indian Ocean. Then, the Ottomans, with the conquest of Istanbul, seized the commercial power both in the land and in the sea between Anatolia, east and west. Therefore, for maritime trade and security, having strengthened the navy structure, the traders from the coastal regions, carpenters working in the shipbuilding business and sailing ships were placed in Istanbul. In order to reach the maritime advanced technology of the Italians, Fatih Sultan Mehmet ordered to establish a fleet of warships with sea arsenal inside. At the same time, Christians

having engaged in maritime trade were encouraged to reside in Istanbul [36].

The Ottoman Empire made political decisions to reinforce the trade between East and West and formed the policy of capitulation in foreign trade relations. Two objectives were taken into account in respect of the capitulations. The financial purpose was to provide income to the treasury by imposing taxes upon the goods exported from the country and passing through Ottoman lands. Political purpose was to protect the states against each other by giving concessions to the western states to protect the Ottomans' own security and interests. Thus, when necessary, they had the parties to form an alliance [26].

The Ottoman State always encouraged and engaged in trade. Higher taxes have not been imposed. The trade was favorable in the geography covering the three continents. Shipbuilding timber, silk, wool, wax, cotton, oil, small and large cattle, carpet iron and copper products have been exported. Certain concessions have been granted to the foreigners through various agreements (1533 in France, 1581 in England, and 1609 in the Netherlands). These are called capitulations. As a rule, the Ottoman State distributed the goods imported from Europe to the places where the State needed it and built it with Ottoman merchants. Europeans were able to bring their goods only to the ports but they could not transfer the same to the Empire. Likewise, they were not allowed to enter the Empire and to buy the goods directly; only they were obligated to buy goods in cash from the Ottoman ports (37).

Traders were considered superior than peasants, tradesmen, even some of the soldiers according the social classification. The intensity of trade has increased the spiritual power of the society, both through its contribution to the state's income and thus to its financial power and general prosperity [38]. Therefore, traders have provided various conveniences.

The trade routes from the west to Africa and Russia have passed through the Ottoman Lands as of 1500s by the laws and sanctions to support and accelerate trade by the Ottomans. According to an article published by Leybyer in 1915, two different views were set forth with regard to the formation of this intensity. The first is the attempts of the Ottomans to prevent the use of the ancient trade routes and to discover new routes. With these initiatives, the old routes were blocked and the new route was used. Another view is the great discoveries, which can be very little associated with the growth of the Ottomans. Explorers, such as the Portuguese Henry and Christopher Columbus, helped discovery of unfamiliar continents and help rise of the

Ottomans. The evidence supports the second view in an open Figure [39].

All of the researches and discoveries made in the 16th century have actually emerged with the hope of gaining wealth and money, both to acquire the power to seize the eastern merchandise and to conduct research enabling access to the rich commercial centers of the East [40].

Particularly, after Yavuz Sultan Selim conquered Anatolia and Syria, a new bookkeeping branch was allocated to handle financial affairs of this region and the chief was allowed to reside in Aleppo in order to make the business faster. However, there were two bookkeepers residing in Istanbul before Anatolia and Rumelia [41].

This is an indication of the intensity of trade activities in the region. There were intense commercial activities between Arabic countries and Anatolia on this line, except for the political and military events that brought Ottoman armies to Syria and Egypt. In this period, materials such as timber, iron and bitumen were sent from Anatolia to Egypt for the Mamelukes. It is known that the substances such as spices, indigo, and chewing gum were bought by the caravans to Bursa from Aleppo and Damascus through Konya and Kutahya, and Venetian merchants bought spices there [42]. Later, this commercial dynamism continued.

During the 16th century, new settlements and villages suitable for the agriculture in the Ottoman Empire let in immigrants and expanded. There has already existed immigration in large cities (Istanbul, Konya, Aksaray, Caesarea (Kayseri)) as there has been an intense commercial activity [43]. Therefore, the small settlements on the routes with intense commercial activity have gained advantages in both directions. Both these districts were suitable for the agriculture and could be sold easily. The taxpayer population of many Anatolian cities has almost doubled between the years of 1500-1600. There was also an intense settlement network where the city centers were previously separated from each other.

Between the 15th and 16th centuries, in order to satisfy the food and ammunition needs of the armies ranging from 50,000 to 100,000 in soldiers without interruption, there was great dynamism on the roads [44]. It is known that considerable amounts of gold and silver have been supplied through the caravans on the Pilgrimage Road from the Iranians and the Ottomans [45].

Although India has reduced the role of Egypt and other Arabic countries through the use of the "Cape Route" in India Trade, the Arabian Peninsula has maintained its importance among Europe, Asia and Africa due to its

geographical location. Firstly Cairo and Aleppo and subsequently Baghdad haven been the main trade centers. While the export products included low-quality goods, luxury goods were produced for the rich [46]. Alternative routes have started to occur with the new route (Cape Route). In particular, Spain's invasion of silver supplied from America has been a heavy blow to the Ottoman silver trade [47].

Despite the change of trade as a result of the significant discoveries, the continental routes continued to maintain their importance and the Ottoman State maintained its commercial power. This commercial mobility worldwide has particularly occurred on the borders of the Ottoman Empire, which had large territories at that time.

For instance, starting from the 15th century, Syria has become an important center of spice exports to the west like Egypt and maintained this status until the middle of the 16th century. In the region, the Venetians carried the other important colonies inward and carried their consulates close to Baghdad and Basra to Damascus from Aleppo [48]. Despite the change of trade as a result of the great discoveries, the continent continued to maintain its importance and the Ottoman State maintained its commercial power. This commercial mobility worldwide has occurred on the borders of the Ottoman Empire, which had large territories.

The Ottoman State began to experience some troubles in the 16th century and a new order began to emerge in the 17th century. There was generally a consensus among the Ottoman Historians with differentiations in details. Accordingly, in the second half of the 16th century, the Ottoman economy and its order were undermined by the effects of the inflation coming from the West, while at the same time the central military capacity of the western military was increased. In the same period, the rapid population growth led to an increase in inflation, on one hand, and the flocking of the peasantry engaged in agriculture to the cities and the central armies' and high ranking officials' joining the military group on the other hand, led to arise of the Celali Rebellions. The Ottoman State, which has taken the power of the commercial activity between the east and west by the way of discovery of new routes, has gradually started to lose its power. The change in the quality and quantity of goods directly imported and exported in the European trade has adversely affected the economy [49]. From the second half of the 16th century, negativities started in the Ottoman trade and various measures were taken for this reason. In particular, existence and development of the Eastern Mediterranean Trade remained dependent on the economic activities of the western powers, which were

facilitated or prevented by the alliances or conflicts created by the political conditions in the Ottoman Empire and Europe. [50].

The central locations of the Eastern Mediterranean were the shoreless cities of Aleppo and Damascus in the North and Alexandria in the South. All these three cities constituted the most important locations between the Indian Ocean and Europe; but Alexandria was also a very important domestic trade inner port connecting Egypt and Anatolia, particularly Izmir. For the Ottomans, the region has been an important center for defense and has also begun to be of great importance as a center of food supply to the holy cities of Mecca and Medina [51]. With the development of the trade by the sea, many ports have been built on the Ottoman lands and the existing ones have been repaired.

Throughout the history, transportation has been very important for the states. The stronger the roads, the better the societies have defended themselves, the trade and the work have been performed in a secure manner.

As this paper covers the period of the 16th century and 17th century, the road system used and commercial activities for the relevant period are briefly explained. According to the information obtained, the road system used in Anatolia and historical, religious, military routes and routes used by travelers were all combined on a single map.

The 16th Century was the period when the Ottoman Empire was the most powerful in economic and political terms. There were intense commercial activities between Eastern Mediterranean countries within the borders of the Ottoman Empire and Europe. Although European countries sought alternative roads, Anatolian lands and Mediterranean coasts did not lose their importance until the beginning of the 17th century. There were two important trade lines in Anatolia; one was called as the "Silk Road" extending to the Asia and the other was the "Pilgrimage Road" from Istanbul to Mecca and Medina [52]. The goods brought from eastern countries were brought to Anatolia. This line, defined as the "Right Arm" during the Ottoman Empire, was named as Uskudar – Gebze – Eskisehir – Aksehir - Konya-Adana – Antioch – Aleppo -Damascus route or the Pilgrimage Route.

Nasuh's work, known as the Beyan-i Menazil-i Seaman-i Irakeyn-i Sultan Suleyman Han, includes information about Anatolian roads and ranges. The sea route from Istanbul to Trabzon and Payas or to Iskenderun was preferred to the highway passing through Anatolia. The three major ports of Izmir, Ephesus and Miletus developed in ancient times thanks to their location on the Anatolian peninsula. In the 17th and 18th centuries

eastern voyages, the main route was Uskudar, Eskisehir, Aksehir, Konya, Eregli, Nigde, Caesarea, Sivas, Erzincan, Erzurum linked to the East [53].

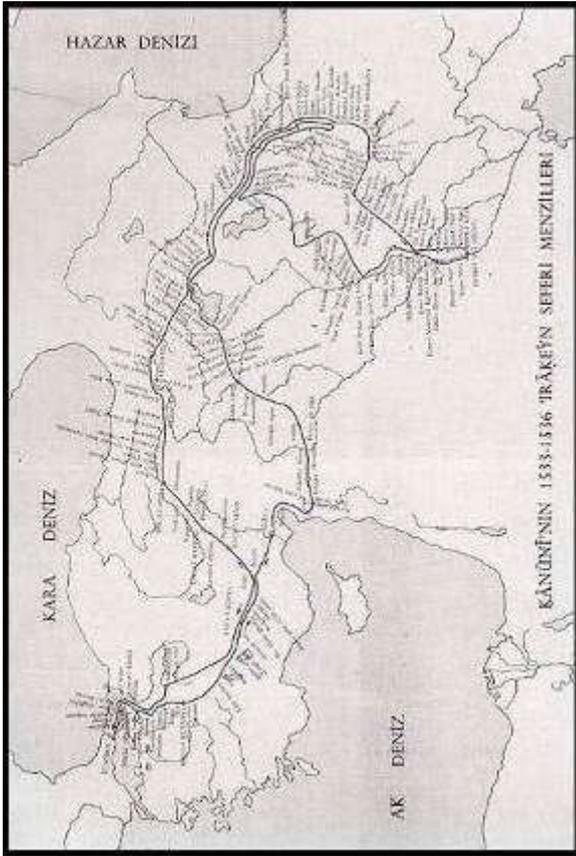


Figure 5 Suleyman the Magnificent (Kanuni)'s Irakeyn Trip Ranges [7].

IV. CONSTRUCTIONS ON THE PILGRIMAGE ROAD IN ANATOLIA IN 16TH CENTURY

Osmanlı The meaning and formation of the range should be examined before starting to examine the structures on the Pilgrimage Road. The word, "Range" from Arabic backgrounds has various meanings. In the architectural sense, the word range refers to "mansion", "mansion place", "one-day accommodation", "place to rest", "distance between two mansions", buildings and khans where the caravans and the postmen stayed and changed horses", the place or mansion for accommodating during the journey", "one-mansion road between two mansions", "distance ", "house, shelter" [54]. According to the sources, the range was used to refer to the places where the armies accommodated, those departed for pilgrimage and travelling purposes accommodated and where the commercial caravans had breaks and rested. At the same time, the ranges are the places where postal Tatars, known as the messengers, have changed their horses or where they stayed in obligatory cases. The ranges are group of buildings such as a well, fountain,

praying places, bridges, sometimes built according to the needs of the relevant province [55].

For the purpose of accommodating in the Roman and Byzantine periods, the khans and fortresses built for defense purposes had the same function as the *ribats* used in Islamic countries during the Anatolian Seljuk period. Most of the *ribats*, commissioned by rich Muslims, were built by statesmen, and these have become increasingly unique. The *ribats* in high places were surrounded by a strong wall and contained buildings, arms and food warehouses, barns, cells, masjid and baths inside. There were also ribats in the form of simple border posts. They were built as to form a line of defense on the shores or the land frontiers. Although there is similarity between "Roman Castrums" of the ancient period and Middle Age Byzantine monasteries and cathedrals constructed in Europe in 12th – 16th and the Ottoman Social Complexes, they differ in function [57]. In the early Arab-Islamic Empire, a mosque or building community affiliated to a pavilion has no connection with the Ottoman complexes. However, utilization of the mosque-madrassa / masjid duo as a building community layout of Eyyubi, Zengi, Fatimi and Mamluks periods influenced the Anatolian Seljuk architecture [58]. It had similarities with the complexes in Central Asia between 12th century and 14th century, however, they could not be associated in architectural and social senses.

Consequently, the three routes known throughout the history were drawn on a single map and the structures on the Pilgrimage Road - the most widely used road of the 16th century - were discussed. The route directed towards to Mesopotamia by the Hittites was plotted with blue color and the King's Highway with yellow color and the Pilgrimage Road with green color. The bridges, khans, caravanserais and complexes constructed on the Pilgrimage Road, all within the scope of the relevant research, were individually stated and plotted on the map.

- The list of the bridges, colored and numbered in red, starting from Thrace and constructed along the Pilgrimage Road, is as follows: [59];

1 Suleyman the Magnificent Bridge (16th century), 2 Sokullu Mehmet Pasha Bridge (16th century), 3 Silivri Bridge (16th century), 4 Buyukcekmece Bridge (16th century), 5 Haramidere Bridge (16th century), 6 Kucukcekmece Bridge (16th century), 7 Gebze Suleyman the Magnificent Bridge (16th century), 8 Arguthan Bridge (1243), 9 Gulek Gibraltar Akkopru (9th BC), 10 Adana Seyhan (Sarus) Bridge (4th century), 11 Adana Misis Bridge (4th Century), 12 Payas Sokullu Mehmet Pasha Bridge (16th Century), 13 (Bilan) Murat Pasha Bridge (16th century).

- The list of caravanserais on the Pilgrimage Road on the map, numbered and colored in yellow from Thrace on the map is as follows [60]:

1 Deve Khan, 2 Bardakci Khan, 3 Ishakli Hanı, 4 Sahib Ata Khan, 5 Altunapa Khan, 6 Sahib Ata Khan (Ilginda), 7 Kadinhani 1223, 8 Hacı Hafız Khan, 9 Dokuzun Khan (1210), 10 Kamereddin Khan, 11 Cifte Khan.

As can be seen in the map of the caravan routes and caravanserais in the Anatolian Seljuk period [8], there were plenty of caravanserais on Konya-Caesarea Route and on the road to Sivas in the Anatolian Seljuk Period. These centers were used for caravan routes leading to Aleppo, Damascus and the Middle East. Therefore, as seen in Figure 4, the number of khans between Konya and Adana is low.

In the 16th century, the Eastern Mediterranean gained importance again due to expansion of the empire and acceleration of land and sea trade. Besides the residences remained from the Anatolian Seljuk Period, the needs in the ranges could not be met. A limited number of khans have been repaired and the range complexes and caravanserais have been built.

- There were plenty of these structures built on the Pilgrimage Road between the 16th and 17th centuries. The list of the caravanserais numbered and green colored starting from Thrace is as follows[7], [61]¹:

1 Edirne Havsa Sokullu Mehmet Pasha Social Complex (1576), 2 Kırklareli Babaeski Semiz (Cedid) Ali Pasha Menzil Social Complex (1561), 3 Kırklareli, Luleburgaz Sokullu Mehmet Pasha Social Complex (1570) 4 Istanbul, Silivri Kanuni Sultan Suleyman Social Complex (1566), 5 Istanbul, Silivri Piri Mehmet Pasha Caravanserai (1530-1531), 6 Istanbul, Buyukcekmece Suleyman the Magnificent Caravanserai (1566), 7 Gebze Coban Mustafa Pasha (1523), 8 Izmit Pertev Mustafa Pasha (1579-1580), 9 Bursa Yenisehir Sinan Pasha Menzil Social Complex (1572-1583), 10 Vezirhan Koprulu Mehmet Pasha (1656-1661), 11 Bozuyuk Kasim Pasha Social Complex (1525-1528), 12 Eskisehir Kursunlu Social Complex (1525), 13 Konya Ilgin Lala Mustafa Pasha Social Complex (1578), 14 Konya Karapınar Selim II Social

Complex (1569), 15 Konya Eregli Rustem Pasha Caravanserai (1553), 16 Konya Eregli Bayram Pasha Caravanserai (1606-1613), 17 Nigde Ulukisla Okuz Mehmet Pasha Social Complex (1619), 18 Adana Gulek Bayram Pasha (Cakid Khan) Caravanserai (1637-1638), 19 Adana Misis Caravanserai (1659), 20 Hatay Payas Sokullu Mehmet Pasha Social Complex (1574), 21 Hatay, Belen Suleyman the Magnificent Caravanserai (1550), 22 Hatay, Husnu Sabuncu Caravanserai (first half of the 16th century).

The range social complexes were started to be built in the 16th century and continued in the 17th century to meet social, economic and military needs of the period upon the rise of the Ottoman Empire. With the expansion of the borders of the empire, security has become important and the commercial activities have been intended to be continued on the Ottoman Lands. Konya Karapınar II Selim Complex (1569), Hatay, Payas Sokullu Mehmet Pasha Complex (1574), Konya Ilgin Lala Mustafa Pasha Complex (1578) and Nigde Ulukisla Okuz Mehmet Pasha Complex (1619) all having Ottoman Bazaars were built on the Pilgrimage Road.



Figure 6 Important Routes used in Anatolia and Hans, Caravanserais and Social Complexes on the Pilgrimage Road.

¹Uskudar-Halep Ranges of the Anatolian Right Road according to Book numbered 27453 and dated 1648 of the Book of the Prime Ministry Archive (D.MKF), Uskudar-Antioch Ranges of the Anatolian Right Range according to the Book numbered (D.MKF) 27519 and dated 1670-1701 of the Prime Ministry Archive (D.MKF),.

V. CONCLUSION

As a result of the overview of the road system used in Anatolia and structures thereon in 16th century;

- During the Hellenistic period, there was a prominent route between Mesopotamia and the Aegean coast. It can be associated with the commercial activities between the colonies constituted on the Aegean shores and Mesopotamia through Anatolia. This line, we can call as the West-East Artery, has been connected to the arteries coming from Istanbul-Sakarya-Eskisehir since the 8th century.
- As of the 12th century onwards, revival of the trade towards China stands out as the line extending eastward based on intensive use of the Silk Road. It reaches Caesarea, Sivas, Erzincan, Erzurum through Manzikert (Malazgirt) and then to Tabriz [16]. At the same time, the commercial link between Europe and the Arab countries has been revived. Thus, Anatolia hosted two important commercial routes
- As seen in Figure 6, it was noticed that the road extending to the Eastern Mediterranean coincides at many points. In particular, precision of Izmit-Eskisehir-Konya-Adana-Antioch line was observed. This line is the shortest distance between Istanbul and Antioch, which connects the centers that have intensely been settled in any period. The route, referred to as the “Pilgrimage Road”, is a line used commercially in every period. Therefore, buildings have intensely been constructed. The caravanserais, the range complexes and bridges were built; so that commercial and military activities were carried out on a sound structure.

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