

ABSTRACT

This study describes the coal mines and coal trade company "Ereğli Şirket-i Osmaniyesi-Société d'Heraclee-Bender-Ereğli Company" and its Coal-Bunker supplier Albert Cazes & Co., Baron Robert De Nervo, shipowner and miner Artin Karamanyan Vasiloglu and Panos Michail (Mikael) Courtgis, which operated coal mines and engaged in coal trade in the Ottoman Empire in the late 19th century. Due to the Capitulations, as in almost all trade areas in the Ottoman Empire in the late 19th century, coal mines and coal trade were also a trade area specific to Ottoman merchants and Levantines, in addition to Turks. The merchants listed in Rafael Cervati's 1881 yearbook under the title "Négociant Charbon de Terre" were; John Arachagouni, Gabriel Cavalaro, Wilson Dawson, Antoine Del Giorno, Adam Demitriadi, Foscolo Mango et Cie., Georges Franguloff, T.Hessihides et Cie., Wilhelm C. Krieger, Dicran Kurktchian, Theodore Alex Lambrino, John Rowell, Thomas Russell and others.

A list of fuel suppliers from the early years of the Republic of Turkey is included in the "1924-1925 Turkish Trade Yearbook." The companies listed as fuel /coal suppliers in this yearbook are as follows:

Arifzade Mehmet İzzet & Alemdarzâde Tahsin Rıza- Muhtar Bey Han Kat.1, Tel: Pera 1096.

Babanzâde Hikmet -Manukyan Han. Kat 3., No.7. Galata.

Barzilay Benjamin -Rıhtım Cad. No.7, Galata.

Şakir Sadullah.. -İskele Caddesi, Kumkapı Caddesi. Tel: St.2228.

Albert Cazés & Cie. -Çinili Rıhtım Han, Galata.

Ste Anonime de Cozlou.. Arranidi Han. Galata.

Ömer. - Tulumba 13, Galata

Edwards & Sons(Near East Ltd.) -Türkiye Han, Sirkeci.

Ereğli Société Anonime -Tophane İskelesi.

Foscolo Mango & Cie. - Çinili Rıhtım Han, Galata.

Hacı Emin & Çocukları - Hanalan Han No.11-12, Sirkeci.

Heald & Rizzo - İktisat Han No.14-17, Galata.

Albert Hill - Merkez Rıhtım Han 3.cü Kat No. 12-14, Galata.

Hilmi Bey - Ömer Abid Han 3.cü Kat, No.25 Galata, Tel: Pera 2166

Kemal Hüseyin & Cie. - Ömer Abid Han 3.cü Kat, No.12-14, Galata.

Edward La Fontaine & Sons. - Elalemci Han, Sirkeci.

Mahi.. - Ömer Abid Han 3.cü Kat No.22, Galata.

Mahmud Maksut. - Falıro Han No. 7-9, Galata.

Olivier & Cie. - Çinili Rıhtım Han 2.ci Kat No.4, Galata, Tel: Pera 1456.

Papoub. - Havyar han No.22, Galata. Tel: Pera 1027.



Artin Karamanyan, who holds a significant place in this documentation work, was a shipowner, despite his family roots in Karaman- Konia area at Central Anatolia. His business life included coal mines and coal trade in the Zonguldak region, and the extraction and operation of silver lead and zinc mines in the Adapazarı region. Rafael Cervati's 1881 annual Galata Inns, page 86, lists Artin Karamanyan as a commissioner of the Courtier de Fonds-Fund. This entry may also belong to someone else with the same name. I deemed it appropriate to include it for informational purposes. This company marketed its coal to cargo ships through Albert Cazes. While headquartered in Istanbul, it was legally authorized to open branches in other parts of the country. Architects Yanko Ioannidis and Leonidas Zarifi later transferred all their rights to this company. (Source: Ottoman Bank archives)

The "Ereğli Osmaniyesi-Société d'Heraclée-Bender-Ereğli Şirketi" was founded in 1892 by Albert Cazes, a Levantine-looking company that operated as a fuel supplier, ferry outfitter, and agent, and investors who were industrialists, merchants, and bankers. Its founders were architect **Yanko Ioannidis**, **Leonidis Zarifi**, **Gaston Auboyneau**, and **Albert Cazes**.



Albert Cazes & Co.

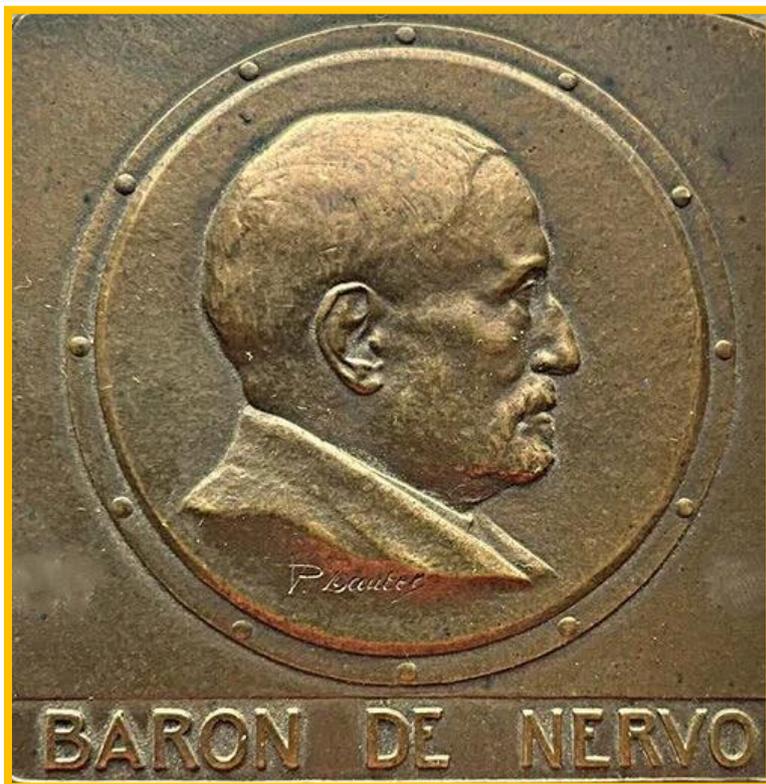
Many years ago, I came across a brochure by Albert Cazes in the archives of the Canacaris company in Istanbul, as well as a bunkering contract in file records. This document was transferred from the archives of Canacaris & Fils Co. and was preserved in the Campaner family archives.

The document I identified was a two-year coaling agreement between N.A. Canacaris & Fils and the Greek shipowner Messrs. Georgandis Bros., headquartered in Piraeus. The agreement stipulated that the Georgandis Brothers' ships would be fueled from Herekléa-Ereğli in the Black Sea through the coaling company Albert Cazes & Co. A noteworthy clause in the agreement stipulated that Albert Cazes would assume no responsibility for the workers' efficiency and discipline during coal loading.

The company's first board members were Baron de Nervo, Monsieur Berger, Comte D'Amoux, and Monsieur Levi Lekolt. To be eligible for the board, which could range from five to eighteen members, one had to own twenty shares of the company's stock. This number was twenty-five for membership in the general assembly. Albert Cazes & Co., located on Rihtim Cad. Tahir Han in

Galata, was a ship agent and a coal broker. Today, it is a fuel supplier and bunker supplier.

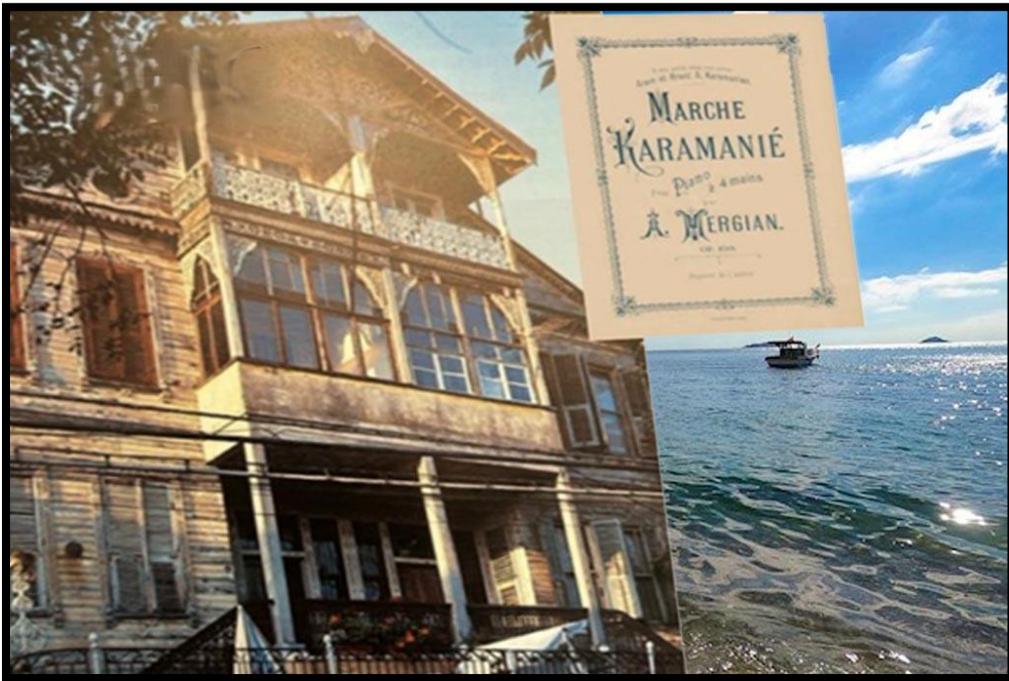
The founders of the "Ereğli Osmaniyesi - Soci t  d'Heracl e - Bender-Ereğli Őirketi" were not ordinary businessmen. Among these founders was architect Yanko Ioannidis, whose grandfather was Marki Ioannidis, a foreman in the construction of the Ottoman Palace, and whose father was Vasilaki Ioannidis, the Chief Architect of Sultan Abdulhamid II. Baba Vasilaki was the person responsible for the construction of the Dar laceze Building, a building that Sultan Abdulhamid II placed great importance on. Upon his accession to the throne in 1876, Sultan Abdulhamid II appointed Vasilaki Ioannidis as the chief architect of the palace. As a founding partner, the Soci t  Ottomane d'H racl e held the right to operate the Zonguldak Port for 49 years. It was completed in 1902. Construction of the port began with a decree dated December 25, 1893, and although it was completed in 1897, the breakwater and port were severely damaged by a violent storm and huge waves in 1900. They were repaired in 1902, and a breakwater was added to the port during the repairs. He passed away in 1903.



Baron Robert De Nervo

Baron Robert de Nervo (September 3, 1842 – August 24, 1909) was a French industrialist active in the mining, steelmaking, and railway sectors. He was born on September 3, 1842, in Paris, France. His parents were Gonsalve Jean Baptiste Rosario, Baron de Nervo (1804–97) and Ad laide Marie Suzanne

Brugière de Barante (1813–86). His wife, Lucie-Agathe Talabot, was the niece of Paulin Talabot, a pioneer of the French railway industry. A few years after the death of his first wife, he married Claire Sanson de Sansal on June 23, 1879. After the death of Robert de Wendel, president of the Comité des Forges de France (CFF) and vice-president of the Union des industries et métiers de la métallurgie (UIMM), in 1903, he became vice-president of both the CFF and the UIMM, and in January 1904, with the company presidents Edmond Duval, Albert Jouet-Pastré and Léon Lévy, he facilitated the creation of a committee for close cooperation between the industrialists, railway equipment manufacturers, shipbuilders and war materiel manufacturers. He died in Dammarie-lès-Lys on August 24, 1909. As can be understood from his life story, the “Société Ottomane d'Héraclée” was not a career, but merely a capital investment with high returns, linked to the ongoing capitulation in the Ottoman Empire.



The Karamanyan twin mansion on Heybeliada and the "Marche Karamanie" announcement. Source: Yüksel Yıldırım- Zonguldak Nostalgia-Source: Hanriet Topuzyan Başoğlu; "From the Heybeliada Karamanyan Hotel to the Zonguldak Coal Mines" Agos Newspaper, 2023).

Artin Karamanyan Vasiloğlu

Although Artin Karamanyan is known for two coal mines in Zonguldak and as a shipowner, he also participated in the tendering of the mining of silver lead and zinc in the Adapazarı region for 99 years to the Imperial High Privy Council Hacı Hüseyin Pasha, his son-in-law Abdülfettah, an Ottoman subject, and Naval

Lieutenants İhsan and Ohannes Çerçiyen, and Artin Karamanyan Efendi. Gunpowder is essential for mining the silvery lead ore found in the region. Therefore, there is a constant request for gunpowder shipments to the region from Istanbul. Indeed, a letter dated September 12, 1901, notified the authorities that the necessary amount of gunpowder and wicks were needed to mine the silvery lead in the Karasu district of Adapazarı, and that these supplies should be shipped immediately. The letter stated that 400 kilos of gunpowder and 300 boxes of wicks should be delivered to the Adapazarı Command and properly preserved. It was also stated that these hazardous materials would be loaded onto a ship under the leadership of Lieutenant Hakkı Bey and then shipped to Karasu via İzmit. The silvery lead and zinc mines in Kurudere village, part of the Karasu district of Adapazarı, cover an area of approximately 2,014 decares. An annual tax of 10 kuruş per decare of this land was requested, totaling 20,140 kuruş. In addition, a one-time decree fee of 150 lira, based on a 5% tax rate, was requested to be paid to the Ministry of Forestry, Meadin, and Agriculture, and 5 kuruş from every 100 kuruş generated to the Darülaceze (House of Agriculture). It was stated that 20 Ottoman gold coins should be paid to the Sublime Porte collection fund and 100 Ottoman gold coins should be paid to the refugee aid fund.

If these conditions were met, it was decided that the work would be tendered for a period of 99 years to the Imperial Privy Feriki Hacı Hüseyin Pasha, his Meridzade son-in-law Abdülfettah, an Ottoman citizen, and Naval Lieutenants İhsan, Ohannes Çerçiyen, and Artin Karamanyan. Under these conditions, the tendering of the silvery lead and zinc found in Kurudere village to the Imperial Privy Feriki Hacı Hüseyin Pasha and his partners was approved by a decision of the Council of State dated March 26, 1903. The tender was approved with the signatures of Grand Vizier Ferid Pasha, the Sheikh al-Islam, the President of the Council of State, the Serasker, the Undersecretary of the Imperial Armory, the Undersecretary of the Grand Vizier, and the Ministers of Commerce and Public Works, Foundations, Justice, Navy, Foreign Affairs, Internal Affairs, Finance, and Education. It is understood that the Simli lead and zinc ore was also discovered in the Sarıcalar Stream area of Karasu. In a statement dated February 24, 1906, the Sublime Porte's Special Chamber stated that an annual fee of 10 kuruş would be collected for each decare of the 782 decares of land containing the aforementioned ore. According to this calculation, the annual tax to be collected will be 7,820 kuruş. In addition, 150 Ottoman gold coins will be sent to the Ministry of Forestry, Meadin, and Agriculture as a one-time payment for the 5% tax and decree fee. A 6% tax will be deducted from the proceeds for the donation of military equipment, and 5 kuruş will be given to the Darülaceze (House of Worship) from every 100 kuruş of proceeds. A one-time payment of

20 Ottoman gold coins will be made to the Babiâli collection fund, and 100 gold coins will be made to the Hejaz Railway, the Immigrant Relief Fund, and other projects. The aforementioned tender was awarded for a period of 99 years to Miralay Mehmed Bey, Sabuncubaşı Yusuf Asım Bey, Peruzeli Selahaddin Bey, and Artin Karamanyan Efendi, who met these requirements. 25% of the tender share was given to Miralay Mehmed Bey from His Highness the Shahriar, 32.5% to Sabuncubaşı Yusuf Asım Bey, 5% to Peruzeli Selahaddin Bey and 37.5% to Artin Karamanyan Efendi.

Concessionaires were also informed that an additional 1% tax would be levied on exports if the minerals were exported abroad. (Source: Cengiz Keskin; "Adapazarı and Its Surroundings During the First Constitutional Era, 1876-1908" PhD Thesis, Sakarya University Institute of Social Sciences, 2020).

The Artin Karamanyan family is from Karaman. They appear to have lived in Adapazarı for a time. Their home was on Büyük Ermeni Street. Despite the many Protestant and Catholic Armenian families who emigrated from the region to the United States in the 1880s and afterward, the Karamanyan family remained in Adapazarı and have migrated to Istanbul in recent years.

Hanriet Topuzyan Başoğlu, in his article "From the Heybeliada Karamayan Hotel to the Zonguldak Coal Mines" published in the Agos newspaper, explained: The Karamanyan Hotel on Refah Şehitler Street in Heybeliada was once among the island's most magnificent buildings. The hotel's first owner, an Englishman named Mr. Spin, opened the building in 1875 as the "Grande Bretagne" Hotel. It was subsequently sold to a certain Kastriadis. Subsequent owners were the brothers Aram, Hrant, and Artin Karamanyan. This beautiful old wooden building was rebuilt in 1875 as the "Grand Bretagne Hotel." While each section of this building, consisting of two sections (right and left), appears symmetrical, this restored side is actually much larger. When it reopened in 1898, the original hotel was sold to the English families of the Splins and Kastriadis. Ownership later passed to the brothers Aram, Hrant, and Artin Karamanyan, mining industrialists, bankers, and shipowners. Following the brothers' deaths, their heir, Ohanness's daughter Areknaz, took over the hotel's management, and from that date on, the hotel was renamed the "Karamanyan Hotel" (November 20, 1928). Later, the hotel was sold to Artin's son Arak (October 22, 1931), then to Davit Mizrahi (August 28, 1940).

After his death, Victoria, Yuda, and Luna Mizrahi inherited the property (November 20, 1959). The house was later sold to Mehmet Sabri Avucan (September 17, 1968), and later Mehmet Sabri Tuncer and Mehmet Sabri Avucan (May 3, 1983) shared ownership of the left and right sides of the house.

The current owners, Lawrence Jacomelli and Victoria Taylor, are British citizens. Lawrence is a film producer, and Victoria is an advertising creative director. The building was restored with Lawrence's enthusiasm, and Victoria has beautifully furnished it with great respect for its history. It was completed in August 2009. The kitchens and bathrooms are equipped with luxury units. Most of the furniture was carefully selected and imported from Europe by Victoria.

It is known that the Karamanyan brothers, Aram, Hrant, and Artin Karamanyan, began mining coal in Zonguldak between 1884 and 1908 under the name Karamanyan Company and became one of the leading coal mining companies of the period.

The company initially began its operations in the Zonguldak basin by trading wood and coal. One of the brothers, Artin Karamanyan, was a shipowner and owned two cargo ships, the Saadet and İnyet, which also transported coal from Zonguldak to the navy ships. The company regularly issued tobacco invoices to the mines for innovations in coal mining, indicating that they also engaged in the tobacco trade. In addition to bakeries to meet the workers' basic needs, the company opened stores such as grocery stores and dry goods. A production report for the region for 1893 indicates that the Karamanyan Company produced 73,000 tons. Coal, with the capital earned in Zonguldak, played a significant role in the purchase and operation of the Karamanyan Hotel on Heybeliada. Karamanyan Hotel is a luxury class hotel that was once among the most magnificent buildings on the island.

The Karamanyan Mining Company, established in Zonguldak and Armutçuk, operated in partnership with Laz Ahmet and Aslıoğlu Bedosaki. The company made numerous technical innovations in the basin. The most significant of these was the construction of the basin's first surface-mounted wagon in pit No. 131 in Alacağzı. Known as a pioneer of technical innovation in the basin, the Karamanyan Company also installed the first above-ground (surface-mounted) wagon (a system in which a load moves down an inclined rail by its own weight while the lower load is pulled up) in Alacağzı. The company also worked on the basin's railway line and developed a new wage policy by building various facilities to meet the basic needs of workers. Documents indicate that the Karamanyan Company also owned a coke oven. The Karamanyan brothers even gave the region its name. French author Chantal Dennin-Lelart describes families who arrived in Karamanya in an article. In the article, which recounts how two families from Northern France volunteered to work in the Zonguldak open-pit mines in 1905, a 1921 Ereğli Company map depicting the area where the families lived also shows the "Karamanyan Pits." According to the author's interviews with the families, the correspondence

address in the old letters is "Karamanya Street, Karamanyan Üzülmez Mines - Heraklea Association, Zonguldak, Turkiye." Today, Karamanya has become Karaman.(Source: Hanriet Topuzyan Başoğlu; "From the Heybeliada Karamayan Hotel to the Zonguldak Coal Mines" Agos Newspaper, 2023).

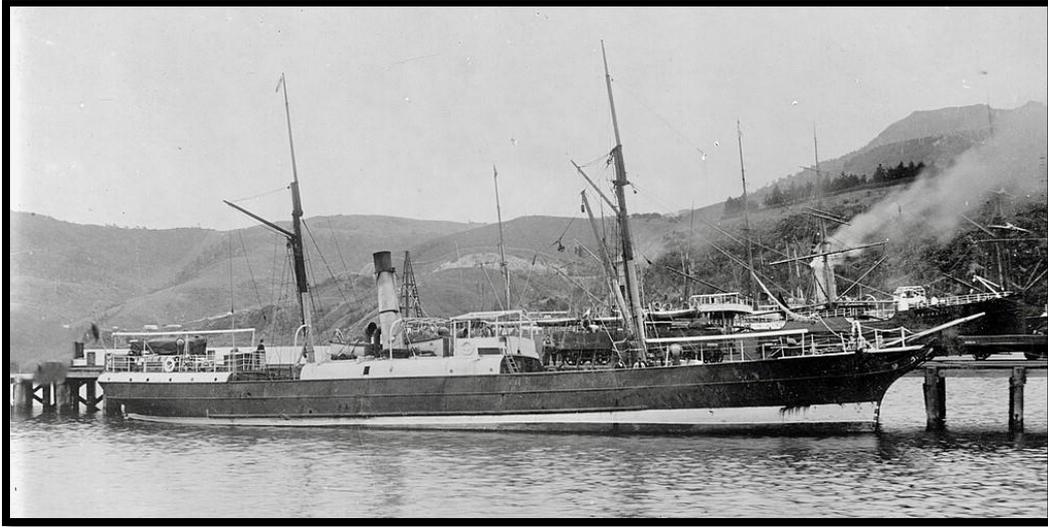
Although Artin Karamanyan is primarily known for his coal mines in the Zonguldak region, Artin Karamanyan Vasiloğlu, one of the concessionaires for the coal mines in this region, was a fuel supplier. There were two coal mines in Zonguldak. The coal, transported to the shore under very difficult conditions, was loaded onto barges and transferred to ships anchored offshore. He owned the cargo/passenger steamer SS Biafra, built in 1868 by Randolph Elder & Co. in Govan, Glasgow, under slipway no. 81, with a displacement of 1280 GRT and a length of 797 kg. It was sold and renamed Energique. In 1893, the Administration purchased it and granted it a "Grant." It sank in Kızılburun, 10 km west of Siğacık, on 29 December 1902. It served mostly as a coal supply steamer for ships by Karamanyan.



Adapazarı'ndaki Ermeni Caddesi- 1880-1890 yılları.

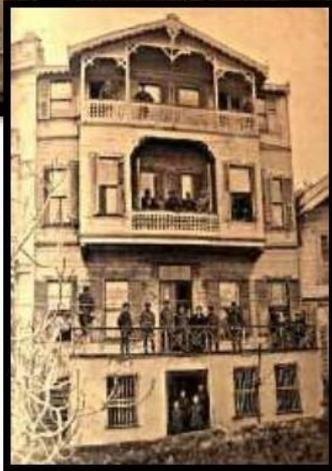
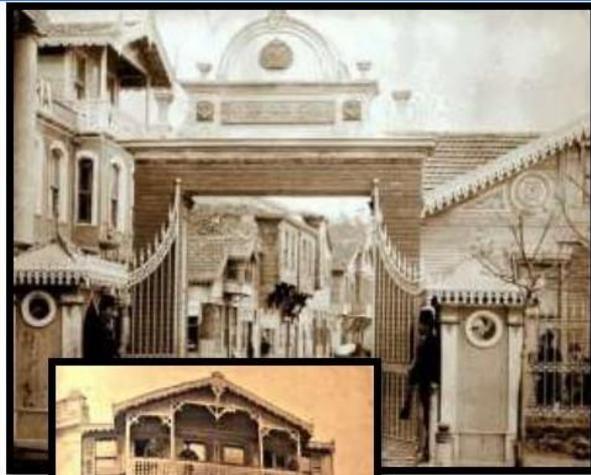
"Armenian Street(Grand rue Arménienne) at Adapazarı.

Years- Mostly 1880-90.



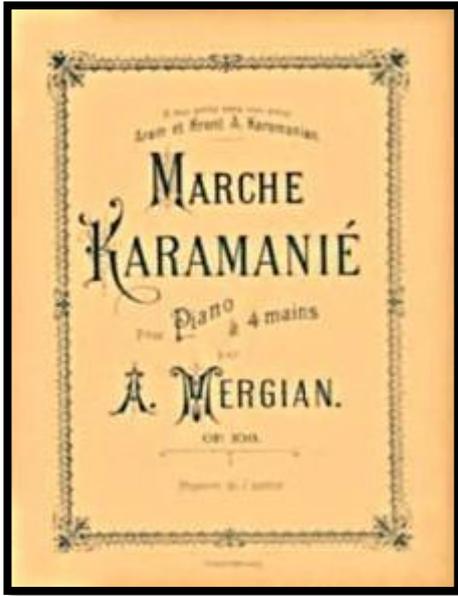
Glasgow-1868 built passenger & cargo ship.

Together with his brothers Aram and Hrant, they operated two Karamanyan Company barges, the Saadet and İnyet, in Kilimli, and also supplied coal for the Ottoman Navy's warships. The Karamanyan family, which amassed considerable wealth from the coal trade, purchased the Grand Bretagne Hotel on Heybeliada in 1875 and renamed it the Karamanyan Hotel.



*Bahiye Mektebi
Lumbaragzi ve
Artin
Karamanyan'ın
Heybeliada Refah
Şehitleri
Caddesi'nde
olan ikiz
Karamanyan
Kış kü.*





The Karamanyan Hotel on Heybeliada

When you arrive on Heybeliada by ferry to the Grand Bretagne Hotel, the Bahriye Mektebi (Naval Academy) greets you on the shore. As you begin to walk up from the pier, the Naval Academy's Lumbar Gate will make you even more excited.

Walk a little further up the hill and turn right. This road was named Refah Martyrs' Street after the Refah Disaster. The Grand Bretagnia Hotel was originally located on this road. It later became the Karamanyan (Karamanie) Hotel. This hotel was used as accommodation for German officers during

World War I.

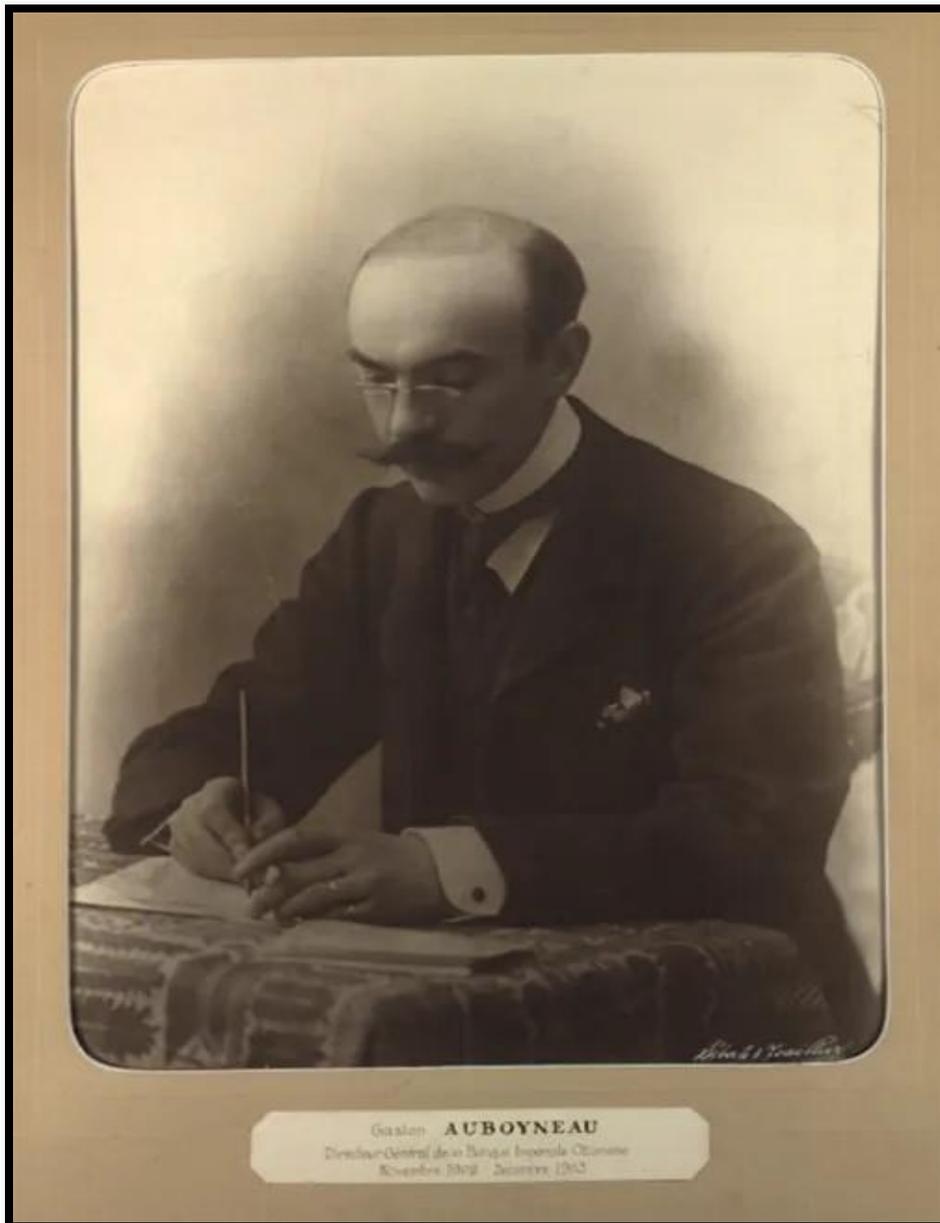
Ereğli Mines Ottoman Joint Stock Company

The concession to operate the Ereğli coal mines was granted to Yanko Ioannides by decree in 1891 for 42 years, with the condition that he build a port in Zonguldak and a railway between the Zonguldak port and the Ereğli mines.

To utilize this privilege, the Société Ottomane d'Héraclée was founded as a joint-stock company in 1896 by Yanko Ioannidis and his partners, Leonidis Zarifi and Gaston Auboyneau, Deputy General Manager of the Ottoman Bank, with a capital of 10 million Francs. The privilege was transferred to this company by Yanko Ioannidis. In 1937, the company changed its name to Société Français d'Héraclée.

I would also like to add a point I have not fully resolved regarding Aram, Hrant, and Artin Karamanyan: There is a cover of a concert or score for the "Karamanie Marche - Karaman March" with incomplete information in the documents, and the inscription on the cover reads, "Aram et Hrant A. Karamanian 'Marche Karamanié'." This also indicates that Aram and Hrant were composers, and they composed a march out of love for their Karaman roots.

Finally, the lack of information about his family, as well as the absence of photographs of him and his family members, demonstrates another lack of documentation.



Gaston Auboyneau-Ereğli Company-i Osmaniyesi-Société d'Heraclée Bender-Ereğli Company, one of the founding partners, was Deputy General Manager of the Ottoman Bank. (Source: Salt Archives).

Gaston Auboyneau

Born in Istanbul on June 8, 1865, Gaston Auboyneau was serving as Deputy General Manager of the Ottoman Bank when Armenian militants raided the bank on Wednesday, August 26, 1896. Rather than being a limited incident carried out by a small terrorist group, the perpetrators and participants in other attacks consisted of 100-150 militants. The three leaders of the raid were Bedros Paryan (Papken Suni), Karakin Pastirmacıyan (Armen Garo), and Haik Tiryakiyan (Hraç Andreasyan).

The bank raid began around 1:00 PM on August 26, 1896. A group of armed Armenians disguised as porters overpowered the guards at the bank's gate and forced their way in. A large number of dynamite sticks were smuggled in, and the bank building was quickly captured (Eldem, 2007:113-146, cited in Yavuz 2009). During this raid, Ottoman Bank General Manager Gaston Vincent was able to escape, while Deputy General Manager Gaston Auboyneau went to Yıldız Palace some time later to ensure a ceasefire between the attackers and law enforcement.



A souvenir photo of Georges (Yorgo) Zarifi's eldest son, Leonidas Zarifi (right), and his friends, depicting a card game, by Phenus Studio, Abdullah Freres Fils – Pera, Constantinople.

Following the attack, the terrorists arrived at the port of Marseille on the Girondin steamboat from Istanbul at 5:00 a.m. on Thursday, August 27, 1896. French police initially searched and detained the committee members, then took them to St. Pierre Prison. Following the bank raid, various incidents

occurred in Istanbul. Many people were killed and injured. Explosives were also seized in Istanbul. This incident demonstrates that Gaston Auboyneau was not a bunker supplier, but rather a partner in the "Ereğli Company-i Osmaniyesi-Société d'Heraclée-Bender Ereğli Company" through capital investment. The founders of Société d'Heraclée were Architect Yanko Ioannidis, Leonidis Zarifi, Gaston Auboyneau and Albert Cazes, and they marketed the coal produced by this company to ships. Today, they were known as "Bunker Suppliers." Albert Cazes & Co. Ltd. was the primary concessionaire. Artin Karamanyan Vasiloğlu, along with his brothers Aram and Hrant, owned two coal mines in Kilimli and two in Zonduldak. The coal, transported to the coast under extremely difficult conditions, was loaded onto barges and transported to ships anchored offshore. The Karamanyan company's two barges, Saadet and İnayet, also supplied coal for naval vessels. The Karamanyan family, who had amassed considerable wealth in the coal trade, purchased the Grand Bretagne Hotel, built on Heybeliada in 1875, and renamed it the Karamanyan Hotel.

Shipowner and bunkering magnate Panos Michail (Mikael) Courtgis Panos Michail Courtgis, who made significant strides in the Ottoman Empire's final century, particularly with regular line services, and also achieved success with olive oil production and mining operations, was of Greek origin, a member of the Ottoman family of Lesbos Island. The ships of the ship-owning company he founded in Istanbul were also Turkish-flagged.

I accessed the Courtgis archive at the "Aegean Historical Archive - Ergani" on Lesbos Island and selected 50 of the 1564 documents for my own archive.

Panos Michail Courtgis was truly Ottoman. When we say Ottoman, we mean he was born on the Ottoman island of Lesbos. He began his business career in the capital, Istanbul. The fact that every company he founded bore Ottoman stamps should be enough to refute any claim to the contrary. According to Lloyd's Register data, among the 10 shipowners of Greek origin from Istanbul and Izmir, P.M. Courtgis leads with 11 ships, ahead of Leonidas Zarifi, who owns 6 ships totaling 6,554, but is second with 5,947. For a time, Istanbul shipowner G. Stathopulo led with 3 ships totaling 2,918, and 2 ships totaling 2,406. and Micalinas & Co. were in third place, while Hacı Davud Farkouh from Izmir had a fleet of 10 ships totaling 3,865 nrt. The Levantine Foscolo & Mango from Istanbul had 4 ships totaling 6,071 nrt., but these ships were registered as "Mango & Doresa, London". Sinissioğlu S. had 2 ships totaling 2,283 nrt. Other shipowners on the list are the Dandria Brothers, Saliaris A.K., Pantaleon P., Langoressis N., Evangalatos E., Andrea Spiteri, and Stamiades MJ. Registry

records indicate that Panos Michail Courtgis owned a water tanker named "Nilos" registered at the Port of Istanbul.



The year 1890. The Michael Kourtzi family; (Back row from left) Panos Courtgis, Demetrius Courtgis, Theodoros Courtgis. (Front row from left) Myrsinio Courtgis, Mitsas Courtgis, Panos Courtgis's father, Michael Courtgis, and his wife, Irimi Georgiou Tzatzou. Source: Courtgi Documents, Aegean Historical Archive "Ergani", Lesbos Island; Haralambou Kourtzi Collection.

Panos Michail Courtgis, whom Sultan Abdulhamid II not only respected but also personally encouraged to continue his activities, holds significance in Ottoman maritime trade as the first shipowner to operate regular voyages.

He was also granted a privilege by Sultan Abdulhamid II to coal Ottoman war ships. Sultan Abdulhamid II also granted the Golden Horn Ferries concession, which he had granted to his husband, Damad Mahmud Celaleddin Pasha, through his sister Cemile Sultan, for personal gain. Over time, he granted the concession for the Golden Horn Ferries to Panos Michael Courtgis. He died on the island of Lesbos and is buried on his own land.
