



Original Contribution

THE BRIDGES OF EDIRNE: COMPREHENSIVE BUILDINGS FOR THE LECTURE OF THE CITY

Ilker Salih Canitez, Tulay Canitez, Nevzat Ilhan

University of Trakya, Faculty of Eng. & Architecture, Dept. of Architecture, Edirne/Turkey

ABSTRACT

Edirne has been the real capital city of the Ottoman Empire on 15th - 16th centuries even after the conquest of Istanbul.

The paper will discuss the urban spatial evolution of the city and its bridges system connecting east and west banks of Tundja River between the historical sites as: The walled military Roman city, Old Quarter, New Palace District, New Quarter.

Key Words: Edirne, bridges system, Ottoman Empire

INTRODUCTION

The foundation of the walled city by Emperor Hadrian on (123-124) has marked its important place in east-west communication system (Fig.1). The major roads system of Roman era starting from Constantinopolis were (Fig.2): Via Egnatia, Via Militaris, Via Destra. Hadrianopolis (Edirne) was on the main road via militaris.



Figure 1. . The administrative division of the area during IV-VI.century (Domaratska, L. 2006).



Figure 2. Road system of Thrace in antiquity (Mansel,1938).

RESULTS AND DISCUSSION

1. The Growth and Urban Evolution of The City

The city has developed around the (600×600m) walled Roman military settlement Hadrianopolis to the east and North all through the middle ages. During East Roman Emperor (Byzantion) only limited settlement had to be seen on west bank in Hidirlik Tepe Area (The Old Quarter). It seems that the first Roman bridge on Tundja river was on the old sites of Gazi Mihal Bridge. The Roman constructive elements and stones are re-used in former bridges constructions. The walled city of Hadrian was on ca 36 ha area (Fig.3-a). All

* **Correspondence to:** *Ilker Salih Canitez, University of Trakya, Faculty of Eng. & Architecture, Dept. of Architecture, Edirne/Turkey; email: ilkercanitez@yahoo.com*

through the middle ages Byzantium period settlement starts in extra-muros and reaches ca 100 ha (Fig.3-b). By the end of XV century during early Ottoman Murad II and Bayezid II the city's growth reaches ca 350ha with the arrival of Jewish communities expelled from Spain (Fig.3-c). Edirne has continued to be the major city of reign of Sultan Murad IV (the hunter) and reaches ca 850 ha (Fig.3-d). This is the city where Lady Montagu, the spouse of the British Ambassador in Istanbul, has spent

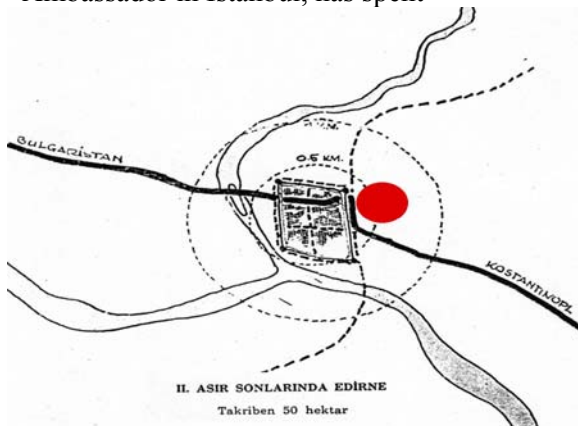


Figure 3a. By the end of II nd Century around 50 ha.

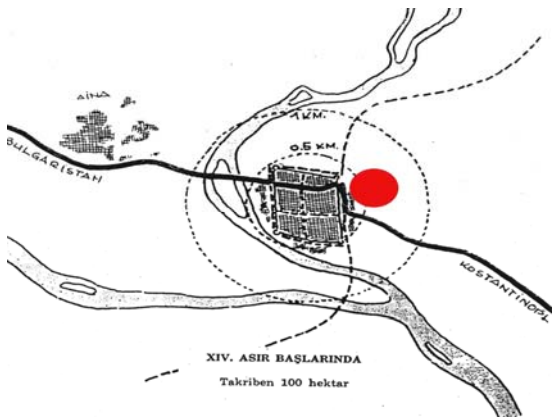


Figure 3.b. At the beginning of XIV th Century around 100 ha

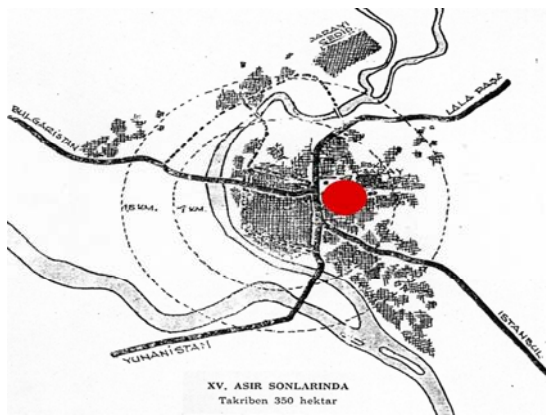


Figure 3 c. By the end of XV Century around 350ha

one year in 1717-1718. The multicultural metropolis has reached ca 750 ha in XIX century with the contribution of Greek Orthodox, Bulgarian, Armenian, Jewish, Polish communities. After the first World War the decline is to be seen with the Greek occupation of the city and the transfer of population in 1924 and the danger of World War II. The location of the city in the frontier area has devastated Edirne up to 1970. The present city has grown from 1970's onwards.

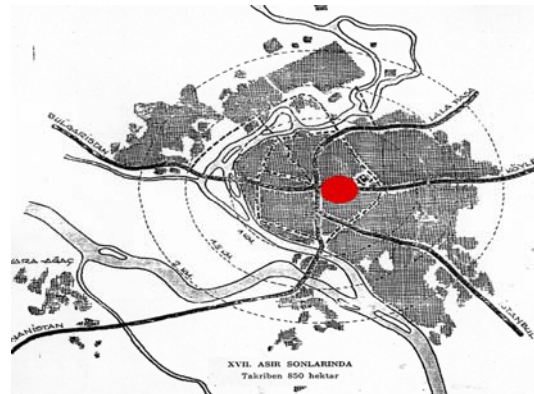


Figure 3 d. By the end of XVII th Century around 850 ha

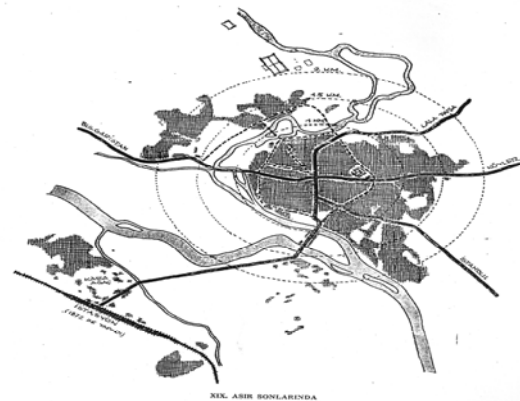


Figure 3 e. By the end of XIX th Century around 750 ha

Figure 3. Urban Evolution of the City

THE BRIDGES SYSTEM

The main urban figures of this east-west bank city development are the bridges under Ottoman period (1361-1922) (Fig.4).

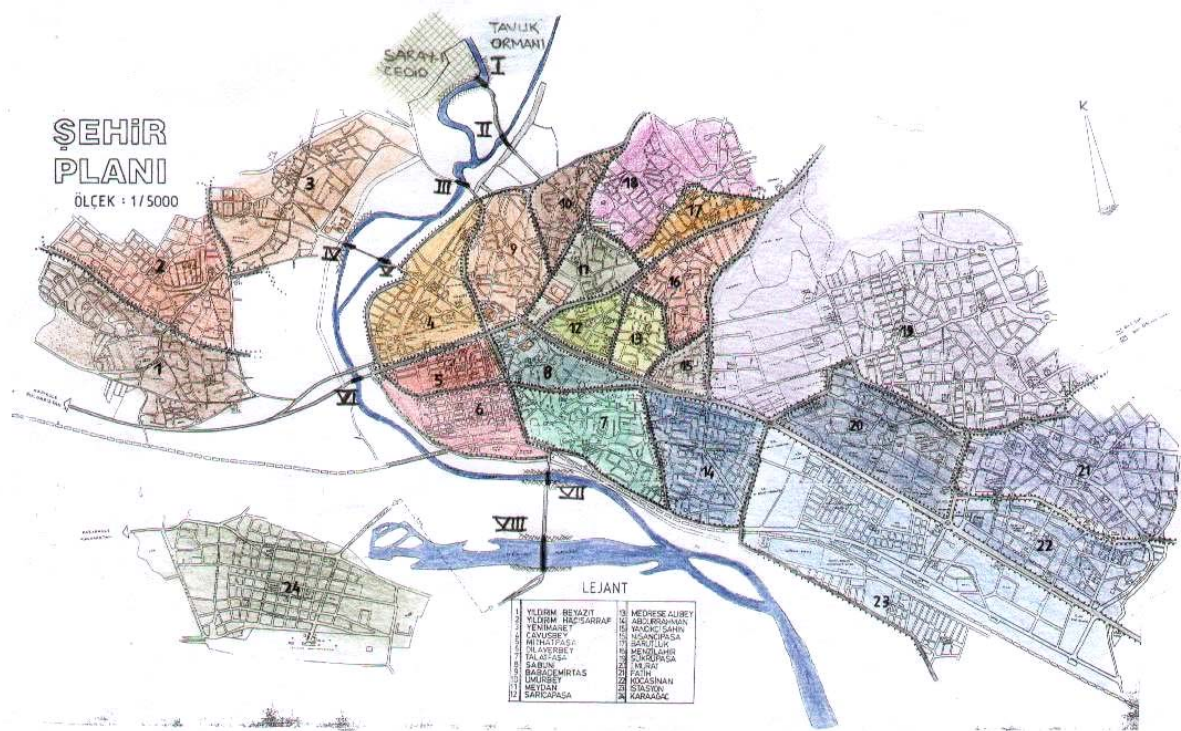


Figure 4. Plan of Edirne: Districts and Bridges.

DISTRICTS

- | | |
|--------------------|-------------------|
| 1.Yıldırım Beyazıt | 9.Babademirtas |
| 2.Y. Hacısarraf | 10.Umurbey |
| 3.Yeni İmaret | 11.Meydan |
| 4.Çavusbey | 12.Sarıcapasa |
| 5.Mithatpasa | 13.Medrese Alibey |
| 6.Dilaverbey | 14.Abdurrahman |
| 7.Talatpasa | 15.Yancıkçı Sahin |
| 8.Sabunı | 16.Nısancıpasa |

BRIDGES

- | | |
|--------------|------------------------------|
| 17.Barutluk | Br.I.Fatih |
| 18.Menzilahr | Br.II.Kanuni Sultan Suleyman |
| 19.Sükrüpasa | Br.III.Sahabettin Pasha |
| 20.I.Murat | Br.IV.Bayezıd |
| 21.Fatih | Br.V.Yalnızgöz |
| 22.Kocasinan | Br.VI.Gazi Mihal |
| 23.İstasyon | Br.VII.Ekmekcizade Ahmet P. |
| 24.Karaagac | Br.VIII.Yeni (Meric) |

The Bridges No:I-II:

The new palace and the old city connection via Tavuk Ormani (the pleasure garden island) by the Fatih and Kanuni Bridges.

Fatih Bridge (1452): The Bridge has three arches and has 34.20m long and 4m wide. The arch in the middle is bigger than the others. A stone quay of 900 m long was built along the two sides of Tundja river (Fig.5, 6) (Culpan,1975).

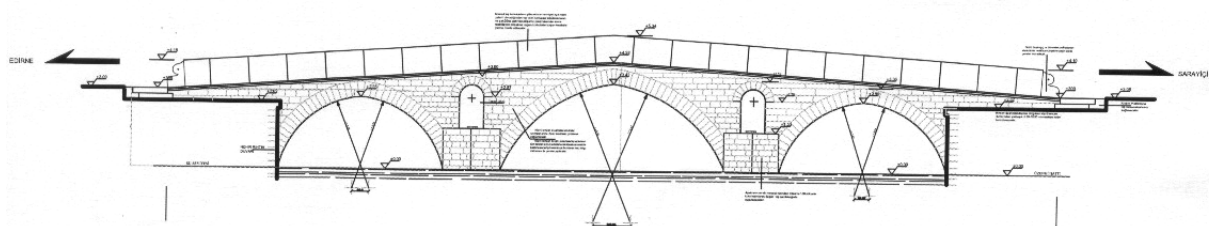


Figure 5. A Survey of the Facade of Fatih Bridge

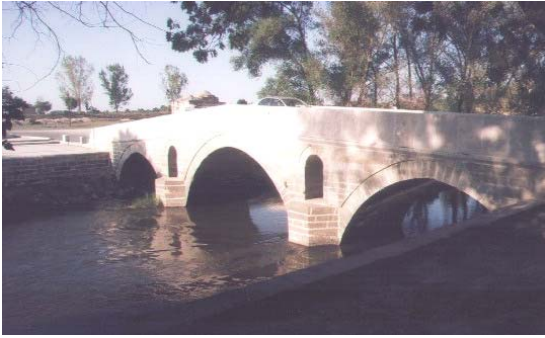


Figure 6. Photographs of the Fatih Bridge of two Different Directions (2007)

Kanuni (Soliman the Magnificent) Bridge (1553/54): The bridge had been built by Architect Sinan on Tundja River in 1553/54 (Fig.7,8) (Culpan,1975).

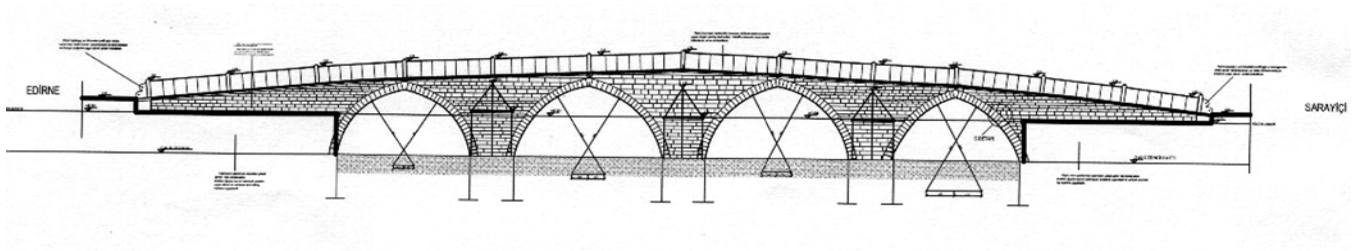


Figure 7. A Survey of the facade of the Kanuni Bridge



Figure 8. A Photograph of the Kanuni Bridge, During Restoration and After Restoration (2007).

The Bridge No:III Sahabettin Pasha Bridge (1451)

The new palace quarter surroundings were connected with Sahabettin Pasha Bridge. This is the first Ottoman settlement on the

west bank (Sahabettin Pasha Mosque and Bath area). Which will be further developed as New Imaret (The New District).The Bridge has 10 arches in 120m of long and 5m wide (Fig.9,10)(Culpan,1975).

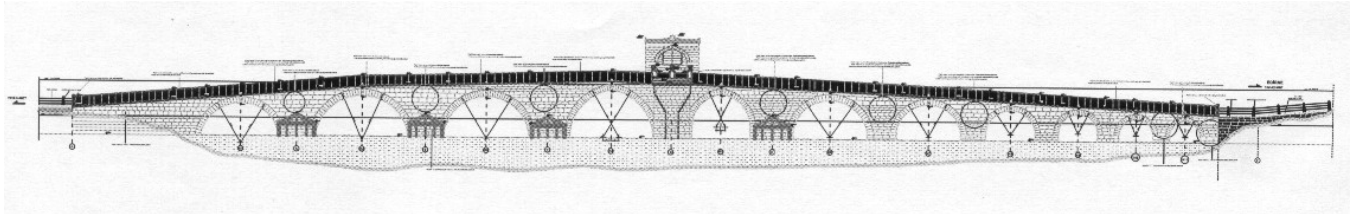


Figure 9. A Survey of the Facade of the Sahabettin Pasha Bridge



Figure 10. A photograph of the Sahabettin Pasha Bridge, During Restoration (May 2007) and after Restoration (September 2007).

The Bridge No: IV-V Bayezid (1488) and Yalnizgoz (1567) Bridges

By the late XIV.century the fantastic architectural complex of Sultan Bayezid II. has been the center of the new development on the west bank near the palace area on

Tundja River (Peremeci,1939; Çulpan,1975). Here again the flooding of the Tundja River was regulated by the second by-pass system. Which has created its own island (Fig.11,12,13,14).The bridge is the work of the imperial chief Architect Sinan.

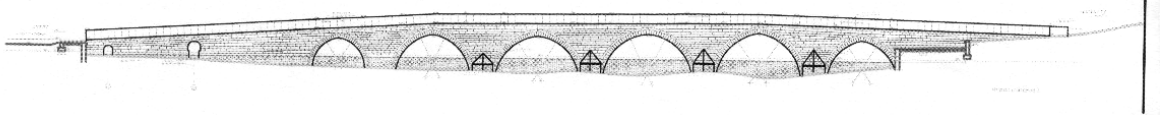


Figure 11. A Survey of the Facade of the Bayezid Bridge.

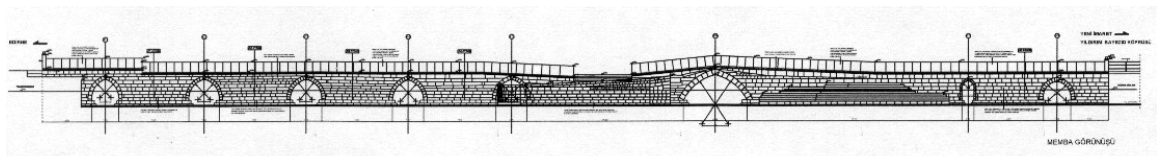


Figure 12. A Survey of the Facade of the Yalnizgoz Bridge.

The fantastic organic architecture and engineering work created by imperial chief Architect Sinan is to be noted.



Figure 13. Bayezid Bridge (2007).



Figure 14. Yalnizgoz Bridge (2007).

The Bridge No: VI Gazi Mihal Bridge

This is the site of the former Roman Bridge on River Tundja crossing (Peremeci, 1939). Only few construction stones are to be found in different places.

Probably they were re-used during the further constructions. The bridge of Gazi Mihal from XV. century is replaced in XIX. century by the existing one (Fig.15). A new reinforced bridge is constructed next to this one in Turkish Republican period.



Figure 15. Gazi Mihal Bridge (2007).

The Bridge No:VII-VIII Ekmekcioglu Ahmet Pasha (1607-1615) and New (1842) Bridges

The connection of the historical center by crossing the rivers Tundja and Meric (Maritsa) are realised by two bridges:

- a) Ekmekcioglu Ahmet Pasha Bridge (Fig.16,17,18)
- b) New Bridge (Merik) (Fig.19,20)

These two bridges are connecting the city with its summer suburb Karaagac District. The two arches of the New Bridge on the right side were demolished during World War II, and replaced by the provisional steel construction. This part has been restored in 2007.

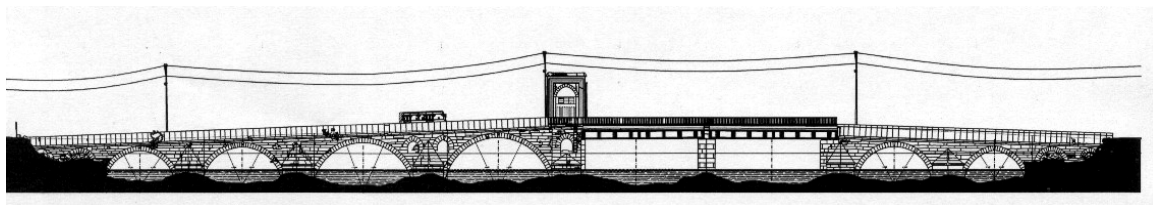


Figure 4. A Survey of the Facade of the Ekmekcioglu Ahmet Pasha Bridge, Before Restoration (2007)



Figure 17. Ekmekcioglu Ahmet Pasha Bridge

Figure 20. Yeni (Meric) Bridge (2007).



Figure 18. Ekmekcioglu Ahmet Pasha Bridge, During Restoration (September 2007).

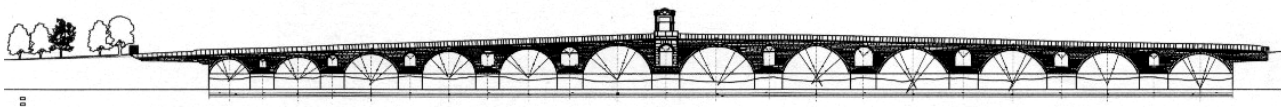


Figure 19. A Survey of the Facade of the New (Meric) Bridge.



CONCLUSION

The contemporary use: of the spaces created by the end between bridges.

The city of Edirne need recreation areas and cultural, modern infrastructure for its development. These can be summarized as follows:

1. The seddes (flood retaining earthen walls) built in 1950 on east and west banks of the Tundja River are afficient in preventing the flood generally. But the series of three dams (Ardino Project) on Arda river in Bulgarian lands are to be built as soon as possible to prevent overflowing of Edirne area.

2. The upper parts of the seddes between the bridges can easily be arranged as walking areas, bicycle courses, and terraces for vistas.

3. The land and islands between the bridges and seddes can and should be planned as future recreation and cultural activity areas for Edirne. For example a miniature exhibition like in Istanbul.

4. A special attention is to be given to the restoration of the bridges, quays, stone river beds.

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