

COLONIES AND SETTLEMENTS IN ANCIENT PERIOD

Small bays where ships can take shelter for a few days in the sudden gusts of weather in the Black Sea, with no other exit than the sea, surrounded by cliffs on three sides, open to the north winds, cannot be one of the coastal towns that have survived to this day.

A typical coastal town of ancient times should have a beach where rowed or wooden ships that need frequent repairs can be pulled ashore when necessary.

A small market place where the tired rowers' needs for food and drinks are met on ships that are docked at the dock or anchored offshore, waiting in the open sea. There should be water resources to meet their drinking water needs.

Either a bay or a port is needed on the coast for the loading and unloading of ships.

These are the needs that sailors coming from distant seas sought in order to be able to trade.

When we look at it from the perspective of immigrants, prisoners and fugitives who came to continue their lives here and were looking for a new homeland, what were their expectations and needs from such a coastal town; Let's examine it.

There should be a stream that can turn a mill, wash clothes, and water their gardens, and a topography suitable for escaping and hiding in the face of enemy threats and attacks; valleys and groves.

There should be forests with trees dense enough to keep warm and build houses and bridges.

Large pastures and meadows are not needed for people who earn their income from the sea. Small plains and pieces of land on mountain slopes and river banks are enough for them.

Narrow and small paths that provide transportation between houses and villages, leading to fields and gardens, and springs or springs that will meet their drinking water needs are among their indispensable needs.

In the north of Paphlagonia, in the geography between Kerempe Burnu and Ginolu, there are high mountains that extend parallel to the sea 20-30 kilometers inland from the beaches and sometimes approach two thousand meters. Between these mountains and the sea, in the east-west direction, there are settlements with no means of transportation

between them on a narrow corridor covered with valleys, rivers, steep cliffs and impassable forests.

A few paths, only large enough for pack animals and pedestrians, within the impassable valleys that divide these mountains, provide transportation and transportation opportunities between ships coming to ports and production and consumption centers in the inner regions.

We cannot think that colonists who came from one end of the world and aimed to establish logistics centers in accordance with ancient times in the modern sense in another corner of the world could have ignored the needs we have listed above.

CEVAT COŞKUN

Dear Arthur

As I explained above, if there is going to be a commercial port somewhere, it cannot be done without a road. **The road that connects İlişi Village to the inner regions,** where only animals carrying loads and people can pass, **is the oldest known road in our region after the Ginolu-Taşköprü road.** It passes through Küre Mountain, which is 1600 meters high. The paths that were built from the 19th century and used by Abana and Bozkurt were connected to this road.

I will try to answer your questions and what you want to know. I can help you if you have any questions not only for here but also between Kerempe and İnceburun.

TBMM Tutanakları/ 9.Bölüm/ 4.Cilt/ Sayfa: 4550
07.071953 / Ahmet Gürkan (Milletvekili)

Abana'nın, biraz ötesinde İlişi diye bir yer vardır. Fırtına olunca vapurlar Abana'ya yanaşamazlar. Buradan tahmil, tahliyesini yaparlar. Burası yani İlişi kayalarla öyle tanzim edilmiş ki fırtınalı havalarda tahmil, tahliye oradan yapılıyor.
Abana'da fırtınalı havalarda tahmil, tahliye yapmak için 15-20 milyon lira sarfiyle bir mendirek yapılmak icabeder.

1- Before 1965, journeys between coastal villages and to distant cities were made by large ships.

Ferries do not stop at Abana in bad weather. They ask the state for a port.

Members of Parliament come from Ankara. They examine and report the situation.

The report says the following.

“There is a place called İlişi beyond Abana. When there is a storm, ships cannot land passengers in Abana. İlişi is so protected by rocks that they land their cargo and passengers there in stormy weather.” 07.07. 1953

The place mentioned in the report is the Small Port in İlişi.

This information was taken from the archives of the Turkish Grand National Assembly.

2- The place mentioned as İlişi Port on the maps prepared by the state for sailors in 1964 is the place we refer to as the Small Port, protected by rocks.

3- The villagers refer to this place as the “Small Port”. I knew it that way when I was a child. Later, I learned that there was also a Big Port here.

4- At the entrance of the Big Port, there are rocks parallel to the land in the open. The distance between the river outlet and the river outlet seems narrow. These rocks were longer a thousand

years ago. They protected the natural port from the harsh north winds.

The situation has changed a lot as a result of road construction and coastal arrangements. The distance between the shore and the rocks has narrowed.

I think the settlement you see on the maps was not there a thousand years ago. The castle is on a high hill far from the coast.

5- file:///C:/Users/user/Desktop/mauro-gambash-theearliestlimenekleistoι.pdf

This article talks about “closed ports” especially during the Pseudo-Skylax Period (4th century BC).

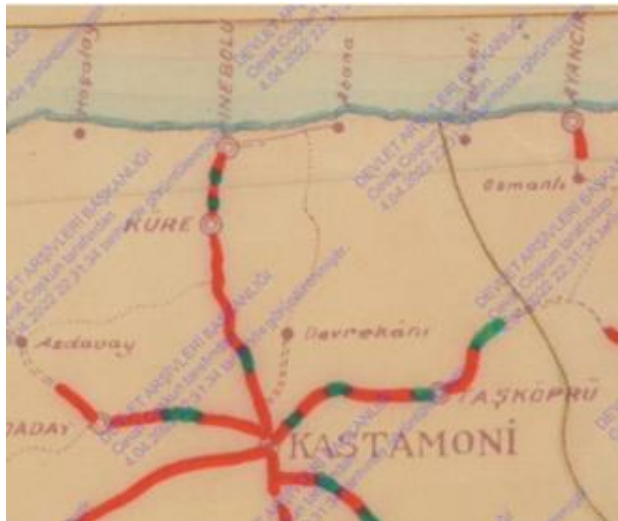
Pseudo-Skylax describes the port called Genesintis (or Genetes) as a “closed port”.

Genetes is a closed port located on a rocky headland at the entrance to the river,

It is very similar to our Aeginetes in name and features.

I have doubts that it is the same place.

The place marked as Genetes does not have these features



1936 / A thin line to the east of the Inebolu road.
İlişi mule road

Eznine: ⁸⁸ 1487'de 4 h. nüfusu olup hasılı 273 akça idi.

84 BA Tapu 23 m, s. 263; Tapu 438, s. 622; Tapu 456, s. 325, 335
85 BA Tapu 23 m, s. 166, 173, 174, 225, 228; Tapu 438, s. 622, 623;
Kuyûd-ı Kadîme Tapu 176, vr. 50/a, 51/b, 60/b, 61/a-b, 64/a
86 BA Tapu 23 m, s. 165, 178, 284, 298; Tapu 438, s. 620
87 BA Tapu 23 m, s. 317; Tapu 438, s. 621
88 BA Tapu 23 m, s. 259

TAPU-TAHRİR DEFTERLERİNE GÖRE XVI YÜZYILDA
KASTAMONU SANCAGI

Ayşe Tosunoğlu. 1993 / Sayfa:160

<http://nek.istanbul.edu.tr:4444/ekos/TEZ/21719.pdf>

Eznine was a village on the banks of the Ezine River in 1487, within the borders of Bozkurt District, 3 km inland from the coast. Today, it is only called Cadde in the same place.

This village gave its name to the Ezine River.

The river has the feature of carrying very dense alluvium and sediment.

It flows into the sea as a delta in the 1800s.

Aşağı Abana was established on the alluviums accumulated in the sea by the Ezine River since 1780.

I live there today.

Before 1830, the names Abana, Hacıveli and Ezine are not mentioned in any document or map.

Even if there was a port here, there was no settlement to support the port or a road to carry goods before 1800. There was no drinking water source necessary for a settlement. Some researchers, who accept the outlet of the Ezine River as the Eginetes port, cannot find a settlement here.

Between two ancient ports such as Inebolu and Ginolu, Lesti, Ghinuk or similar names, Aildun, Chinue, Inichi and the village of Ilişi since the 17th century appear on maps and books.

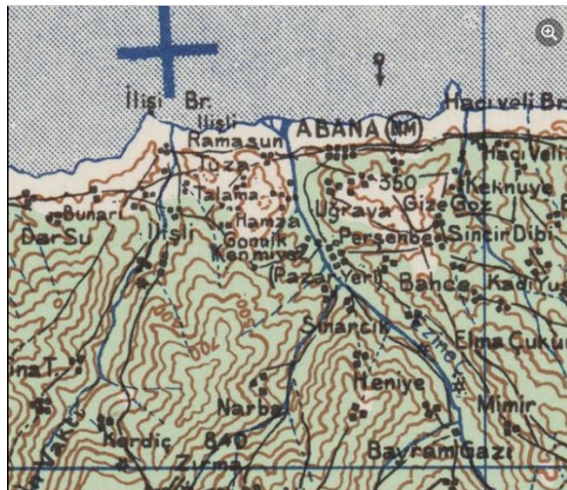
The river flows from the southeast to the northwest. (Jean-Baptiste Bourguignon d'Anville)

It is located at the intersection of Ferro 52 20, Ferro 51 36, Paris 31 36, Greenwich 33 56 and 33 58 longitude degrees and the Black Sea. Abana is on the 34 00 longitude line.

Why can't there be an ancient settlement in Abana or its vicinity? You will find the answer in the text I sent in the attachment.

I don't know, is the translation sufficient? Can I explain my problem?

I wish you good health.



Ezine Delta (1940)