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**THE EFFECTS OF PANDEMIA AND QUARANTINE APPLICATIONS ON
TRAVEL AND MOBILITY IN THE HISTORICAL PROCESS**
*Tarihsel Süreçte Pandemi ve Karantina Uygulamalarının Seyahat ve
Hareketlilik Üzerine Etkileri*

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Mehtap ÖZDEĞER

(Prof. Dr.), İstanbul Üniversitesi, İktisat Fakültesi, İktisat Bölümü, İstanbul / Türkiye, e-mail:
mozdeger@istanbul.edu.tr, ORCID: <https://orcid.org/0000-0002-8181-8175>

Suna MUĞAN ERTUĞRAL

(Doç. Dr.), İstanbul Üniversitesi, İktisat Fakültesi, İktisat Bölümü, İstanbul / Türkiye, e-mail:
sertugral@yahoo.com, ORCID: <https://orcid.org/0000-0001-9872-3941>

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THE EFFECTS OF PANDEMIA AND QUARANTINE APPLICATIONS ON TRAVEL AND MOBILITY IN THE HISTORICAL PROCESS

Tarihsel Süreçte Pandemi ve Karantina Uygulamalarının Seyahat ve Hareketlilik Üzerine Etkileri

Mehtap ÖZDEĞER, Suna MUĞAN ERTUĞRAL

Abstract: The human being in the twenty-first century faced the reality of the infectious disease which taught to remain in history. COVID-19 disrupted mobility and travel plans in every country. By doing this, it created economic imbalances the most and governments had been determining new policies in order to protect certain sectors. The disease has been affecting the entire economic system of the world economies. However, the tourism industry is affected faster and more deeply of political crises, epidemics, economic crises, etc. than the other sectors. Travel restrictions as a means of preventing the epidemic have made the travel industry the most affected sector. Therefore, the article seeks an answer to the question of how the tourism industry was affected in the past during the pandemic and quarantine processes. The subject was tried to be revealed by examining archival documents on how the Ottoman authorities took measures to protect the economy and human power. Therefore, measures are taken in port cities, different measures in checkpoints for people, goods, and especially merchant mobility are analysed. This study shows that quarantine measures were not aimed to limit travel restrictions to tourism but tired to handle diseases and provide secure travel environment.

Keywords: Ottoman Empire, Pandemic, Quarantine, Tourism, Travel, Merchant, Port

Öz: 21. Yüzyıl insanı tarihte kaldığını sandığı bulaşıcı hastalık gerçeği ile yeniden yüzleşti. Bu yüzyılda sınırlar kalkmış dünya küçülmüş insan, hareketin merkezi haline gelmişti. Bunu yaparken de en çok ekonomik verileri alt üst etti ve dünya devletleri ülke içi dengeleri korumak adına yeni politikalar belirlemek zorunda kaldı. Salgın hastalığın dünya ekonomileri üzerinde oluşturduğu riskler ve milyonlarca insanın refahını olumsuz yönde etkileyecek ciddi bir ekonomik kriz beklentisi tüm ekonomik sistemi etkilemiştir. Ancak, insan hareketliliğinin yoğun olduğu ve seyahat kısıtlamalarının salgını önlemede bir araç olarak kullanılması en çok seyahat endüstrisini etkilemektedir. Turizm sektörü diğer sektörler göre siyasi krizler, salgın hastalıklar, ekonomik krizler gibi olaylardan daha hızlı etkilenmektedir. Bu nedenle makalede salgın hastalık ve karantina sürecinde turizm sektörünün geçmişte nasıl etkilendiği sorusuna cevap arandı. Osmanlı İmparatorluğu'nun bulaşıcı hastalıklarla mücadele ederken ülke ekonomisi ve ekonominin temeli olan insan gücünü korumak adına nasıl önlemler aldığı arşiv belgelerinden incelenerek konu ortaya konulmaya çalışıldı. Özellikle tüccar hareketliliği üzerinden limanlardaki uygulamalar, ülkeye giriş çıkışlardaki kontroller ve insanlar ile eşyalar için farklı karantina süreleri olduğu tespit edildi. Bu çalışma Osmanlı'da karantinadaki turizmin insan hareketini sınırlamadığı aksine hareketi kontrol altına alarak sürdürdüğünü göstermektedir.

Anahtar Kelimeler: Osmanlı İmparatorluğu, Pandemi, Karantina, Turizm, Seyahat, Tüccar, Liman

Introduction

Togetherness, producing, and living in a society is a natural system in which human life is being the most successful. This forms one of the most important cornerstones of human history which has many positive and negative effects. This concept enables us to see both the biological weaknesses and achievements of the human being. It is, obviously, contains some success stories and at the same time dramas. The complex systems early human established are still undiscovered, as well as natural disasters and epidemics are inseparable parts of human history.

The human being is privileged among other creatures perhaps just because alternating between inabilities and extraordinary conditions. Disasters and epidemics have been allowing humans to move to the next stage by adding different values each time instead of being destroyed or nonexistent. This led to progressive changes in human life while the history of epidemic revealed the significance of the human being together with some scientific development and welfare of the society. Therefore, it is a fact that both natural disasters and epidemics have great obstacles in the transition of humanity. Progress and achievements of societies are about how to disentangle these obstacles with the time being.

In the twenty-first century, humanity, once again, understood this fact today while fighting with the virus of COVID-19 and also struggling with the current and possible economic effects of the epidemic. While the global economy is facing difficulties, the tourism industry is presenting that one of the most important issues of social and economic mobility both for the global and national economies. There are some different ideas, approaches, and practices among politicians and scientists for understanding and fighting the epidemic all around the world in different countries. This is also showing the interesting relations between epidemic, tourism industry, and economic activities.

This article analyses different epidemics and their effects on the tourism sector at different times throughout history. After an introduction to epidemics in the world, epidemics effected economic activities and the tourism industry will be investigated during the Ottoman period and after the establishment of the Turkish Republic. Archival documents are used for that aim. Some valuable researches were carried out on the issue of epidemic however, the effect on travel restrictions and the tourism industry have not yet analysed. The study focuses on different cases of quarantine and travel restrictions in order to avoid spread during the times of epidemics.

Moreover, representatives of the tourism industry and policymakers are also worried about the condition and future of the tourism related businesses. Therefore, analysing the condition of the tourism industry during the previous epidemic and seeing precautions as well as differences after the epidemic will allow us have a certain prediction for the future of the current epidemic.

1. A General Overview of the World Epidemics

Transferring ideas, thoughts, innovations, and commercial commodities were carried from one place to another throughout history which enabled great mobility to mankind. This mobility resulted in spreading certain bacterias, viruses that pushed societies into significant changes. Results of the spread brought wars, economic crises, and even changes in systems.

Since hygienic conditions and methods of treatment were primitive in old times, epidemics were serious social and economic disasters for mankind.¹ Therefore, the outbreak of a pandemic has caused mass deaths which have been one of the most serious catastrophes throughout history. Almost at all times, mankind experiences a different outbreak and some of them have changed the course of history as it effected almost all societies.²

The table below shows is an outline of major pandemic outbreaks throughout recorded history extending into the twenty-first century.³

¹ İlker Yiğit, Osman Gümüştü, "Manisa ve Çevresinde Salgın Hastalıkların İskâna Etkisi (XVI-XX. yy.)", *TÜCAUM Uluslararası Coğrafya Sempozyumu*, 13-14 October, Ankara 2016, p. 379.

² Fatma Ürekli, "Osmanlı Döneminde İstanbul'da Meydana Gelen Afetlere İlişkin Literatür", *Türkiye Araştırmaları Literatür Dergisi*, 16, 2010, p. 120.

³ Damir Huremović, Brief History of Pandemics (Pandemics Throughout History), *Psychiatry of Pandemics*, 16, 7-35, https://doi.org/10.1007/978-3-030-15346-5_2, 2019, p. 8.

Table 1: History of Some Pandemics throughout the History

Type of the Pandemic	Time	Estimated Death
Antonine Plague (Plague of Galen)	165-180	5.000.000
Japanese Smallpox	735-737	1.000.000
Plague of Justinian	541-542	30 - 50.000.000
Black Death	1347-1351	200.000.000
Smallpox	1520	56.000.000
Italian Plague	1629-1631	1.000.000
Great Plague of London	1665	100.000
Asiatic Cholera	1817-1923	1.000.000
The Third Plague Pandemic: India and China	1885	12.000.000
Yellow Fever	Ends of 1800	100-150.000
Russian Flue	1889-1890	1.000.000
Spanish Influenza	1918-1919	40-50.000.000
Asian Flue	1957-1958	1.100.000
Hong Kong Flue	1968-1970	1.000.000
HIV/AIDS	1981-Current	25 - 35.000.000
Swine Influenza	2009-2010	200.000
SARS	2002-2003	770
EBOLA	2014-2016	11.000
MERS	2015-Current	850
COVID-19 (August 2020)	2019-Current	806,410*

Source: Damir Huremović, Brief History of Pandemics (Pandemics Throughout History), *Psychiatry of Pandemics*, 16, 7-35., https://doi.org/10.1007/978-3-030-15346-5_2, 2019, p.8-33.

* WHO, WHO Coronavirus Hastalığı (COVID-19) Dashboard, <https://covid19.who.int/>, Accessed 24.08.2020.

However, the table above shows the world has been badly effected by pandemics over the course of centuries, it is also understood that human has played a significant role in the occurrence and spread of all pandemics.⁴ Because it is due to travel for education and religious practice as well as trade related activities have been allowing the spread of diseases. Moreover, cholera and plague were the two main diseases in the death tolls of cities in history.

The plague was the key consideration of the beginning and end of ancient times. It became fatal and very destructive in these regions around the Mediterranean which later reached to Persian Empire in the East and British Islands in the North, with centuries earlier than the Black Death in the Medieval Period.⁵

The plague started with the Plague of Justinian between 541 and 544, was listed as one of the most effective of three pandemics and is responsible for the European history being pushed into new and unexpected directions. Later, the Black Death caused the death of at least a loss of one-third of the population of Europe while tens of millions in Asia and the Middle East. Some social and economic changes such as peasant revolts, rise of the capitalist system, loss of power of the Church were all after the pandemic.⁶ The plague and spread of the disease were closely related to the maritime network between Asia and Europe.⁷ These kinds of pandemics were highly effective and fast in the spread of the disease.

⁴ Kemal Özden, Mustafa Özmat, "Salgın ve Kent: 1347 Veba Salgınının Avrupa'da Sosyal, Politik ve Ekonomik Sonuçları", *İdeal Kent, Kent ve Politika*, Number: 12, April 2014, p. 61.

⁵ Lester K. Little, *Plague and the End of Antiquity: The Pandemic of 541-750*, 1, Cambridge University Press, Cambridge, 2006, p. 3.

⁶ David Waltner-Toews, *The Chickens Fight Back: Pandemic Panics and Deadly Diseases That Jump from Animals to Humans*, Greystone Books, Canada, ISBN: 9781553652700,1553652703, 2007, pp. 20-21.

⁷ Boris V Schmid, Ulf Büntgen, W Ryan Easterday, Christian Ginzler, Lars Walløe, Barbara Bramanti, Nils Chr Stenseth, "Climate-driven Introduction of the Black Death and Successive Plague Reintroductions into Europe." *Proceedings of the National Academy of Science* 112, number: 19, USA 112, 2015, p. 3020.

1.1. Pandemics and Their Effects on Population in the Ottoman Empire

It has been known that epidemic diseases are among the biggest treats both population and economic wellbeing of countries over centuries. Infectious diseases have been as effective as wars especially until the twentieth century, caused serious social, political and economic damage, weakened the power of states and broken the resistance of the people. Desperation of the public and mass deaths deteriorated internal order and everyday life together with economic and social activities despite the efforts of the policy makers. The role of diseases in social changes becomes clearer when considering the insufficiency of medical developments and the level of consciousness of societies. Taking into consideration of the requirement of human force for the Ottoman Empire in general, the significance and damage of any possible disease on the society would be deteriorating economic and social balances. Therefore, the Ottoman authorities were considering any type of diseases as a loss and focused on maintaining economic balance during the epidemics.

As shown in Table 2, death rates from epidemic diseases in the capital have significant percentages among all death rates by the beginning of the twentieth century. Diseases such as red fever, smallpox, and typhoid have been effective and cause death for centuries. However, cholera became very effective within the beginning of twentieth century and caused serious death in the empire.

Table 2: Infectious Diseases and Death in Istanbul, 1904-1922

Years	Tuberculosis	Typhoid	Red fever, measles	Diphtheria	Smallpox	Menenjit	Cholera	Total	The Rate in All Deaths
1904	2645	320	97	97	686	19	-	3.864	24,4
1905	2836	259	177	82	175	34	-	3563	22,6
1906	2700	361	177	65	55	26	-	3.384	21,2
1907	3013	375	243	101	116	26	-	3.874	24,6
1908	2804	648	150	68	349	22	-	4.041	24,1
1909	2.863	513	115	45	49	57	-	3.642	21,9
1910	2.838	371	199	60	1	12	798	4.279	25,6
1911	3.055	438	350	74	221	16	1.583	5.737	31,9
1912	2.886	459	736	102	917	30	1.277	6.407	29,6
1913	2.639	614	397	97	400	19	238	4.404	23,7
1914	3.078	429	134	64	45	19	4	3.773	21,3
1915	3.018	203	265	44	-	12	-	3.542	19,2
1916	2.447	157	33	44	14	12	145	2.852	15,4
1918	3.515	159	23	66	209	8	4	3.984	11,9
1919	2.546	94	44	48	188	4	3	2.927	16,3
1920	2.731	144	57	40	6	10	-	2.988	15,6
1921	2.652	101	94	15	19	10	-	2.891	17,4
1922	2.685	349	75	23	253	12	-	3.397	20,8

Source: Tevfik Güran, *Resmî İstatistiklere Göre Osmanlı Toplum ve Ekonomisi*, Türkiye İş Bankası Kültür Yay., İstanbul 2017, p. 93.

The epidemic diseases had negatively affected the population and had a severe effect on the manpower while causing serious loss to the Ottoman economy. The damage was vital especially in regions and cities with active trading operations.⁸

Diseases and especially plague, were transmitted through infected commercial vessels at times when maritime trade was common in carrying commercial commodities. Therefore,

⁸ For a detailed assesment of the effect of quarantine in the trade volume and operations of İzmir see Emine Zeytinli, "Plague Of 1900 And The Economic Effect On The Overseas Commerce Of Izmir", *Tarih İncelemeleri Dergisi*, XXXV/1, 2020, pp. 383-403.

number of Ottoman cities and entire Mediterranean were under the severe effect. Panzac (1997) referred plague as one of the three major threats to maritime trade the Mediterranean basin in the eighteenth century which indicates the link between the epidemic and maritime trade.⁹ Therefore, pandemic diseases such as plague, cholera, and Spanish flue in coming century made the Ottoman authorities to take precautions and extra measures such as quarantine.

2. Quarantine in the Ottoman Empire

Certain precautions against disease and isolating and quarantine of the infected individuals were known and common practice since the old times. Quarantine measures started to be applied in the Eastern Mediterranean ports at the end of the sixteenth century and later implemented strictly for road transportation in the coming centuries. Therefore, pandemics were very destructive in the Ottoman land as being a connection point in the direction of East-West.¹⁰

The plague was the most common and most destructive disease in the Ottoman Empire between the seventeenth and mid of the nineteenth centuries which cholera became the most dangerous and fatal one after the beginning of the nineteenth century. Cholera became the main disease of the century and caused mass deaths almost all around the world from Asia, Africa, Europe, and America.¹¹ Cholera started with British soldiers going to India and British commercial activities. In this way, it spread to Calcutta, Asia, and the Far East and became the first pandemic epidemic. Later, the second pandemic broke out and again spread all the continents and finally reached Istanbul.¹²

However, the history of pandemics was an old issue, the starting off the quarantine as a state initiative was rather late, by the late period of the Ottoman Empire. Disagreements between the religious authorities, the Ulema, and scientists and scientific approach, was seen as the main obstacle in understanding and accepting measures of a possible quarantine.¹³ It is accepted opinion that there were not any precautionary attempts in the empire until Sultan Selim III allocated a certain place and allowed scientific research to Italian physicians in the orthodox hospital in the district of Yedikule, called Balıklı Rum Hospital.

Kılıç (2004) mentioned the quarantine practices in the Ottoman Empire to be taken back to the sixteenth century although they cannot be compared with modern methods. The first quarantine measures to be taken in Chios in 1566. He informs that merchants were imprisoned upon their arrival to the island for 25 days with the charge of 2 akçe per day. It was also mentioned that the precaution was an old practice against diseases. However, the same practiced was not applied to Muslim travellers and they were required to have self isolation.¹⁴

Despite the general understanding of the Ottoman approach on taking measures against the spread of diseases, some of the archival document proves opposite and word mentioning before establishing the institutions. Degree dated 1723 orders the pashas, judge and warden of Seddülbahir not to have any vessels into the Sea of Marmara upon the information about a plague infected ship from Egypt to Istanbul. All the vessels were ordered to be controlled and

⁹ Daniel Panzac, *Osmanlı İmparatorluğu'nda Veba (1700-1850)*, Tarih Vakfı Yurt Yay., Translated by Serap Yılmaz, İstanbul 1997, p. 66.

¹⁰ Özgür Yılmaz, "1847-1848 Kolera Salgını Ve Osmanlı Coğrafyasındaki Etkileri", *Avrasya İncelemeleri Dergisi*, 6 (1), p. 23-55. Retrieved from <https://dergipark.org.tr/en/pub/iuavid/issue/33577/371499>, 2017, p. 23.

¹¹ F. Ürekli, *ibid.*, p. 120.

¹² Nuran Yıldırım, "İstanbul'un Kolera ile Tanışması: 1831 Salgını", *Toplumsal Tarih*, Number: 316, 2020, p. 62.

¹³ Osman Şevki Uludağ, "Son Kapitülasyonlardan Biri: Karantina Türkiye Tarihi'nin Son XX Yıllık Devrine Ait Kronoloji", *Belleten*, C. II, S. 7,8, Yıl 1938, p. 445.

¹⁴ "...1566 yılında Sakız Adası'na dışarıdan gelen bezergânlar tâunlu yerden geldünüz denilerek 25 gün hapsedilmiş ve günde 2'şer akçeleri alınmış ve bu uygulamanın kânun-ı kadim olduğu vurgulanmıştır...", Orhan Kılıç, *Eskiçağdan Yakınçağa Genel Hatlarıyla Dünyada ve Osmanlı Devleti'nde Salgın Hastalıklar*, Fırat Ü. Orta-Doğu Araştırmaları Merkezi Yay., Elazığ 2004, p. 81.

being held in Seddülbahir in the case of any occurrence of a disease.¹⁵ The word ‘*meks*’ on the archival document meaning ‘to stop, disport, wait’ refers to the fact that vessels from the Eastern Mediterranean ports were under control and even quarantine on their way to İstanbul.¹⁶

It was known that the fatwa was provided by the religious authority prior to establishing the quarantine regulations of the Sultan Mahmut II. However, even after the establishment, the Ottoman local societies were not ready to accept and adopt quarantine and measures taken by authorities and the practiced was seen more like European custom as “*Frenk âdeti*”. The acceptance of diseases, the spread of diseases and adopting precautions measures in different Ottoman societies was after experiencing heavy results consequences of epidemics, sometimes economic, social, and sometimes psychological. These consequences increased awareness of isolation and quarantine. It might have been the reason why the Sultan himself preferred to have approval from the highest religious authority first in order to make society ready gradually and fight against the spread of diseases before establishing quarantines. Measures were initially were taken against vessels coming from Mediterranean ports. It is interesting to find out that all the vessels were held in order to be checked, cleaned, and issue certificates for the crew to travel in and around İstanbul. These measures were taken without any exemptions.¹⁷

There are two different situations when looked at measures applied for tourists from different places. The first one is measures taken against travellers travelling from infected places, and the second one is measures taken against infected individuals, individuals entered to the country with a possible threat to society.

2.1. Duration of Quarantine and Measures in the Ottoman Empire

It is one of the most dangerous result the tourism industry has been experiencing is diseases people carry and spread unknowingly. Therefore, it became a necessity for countries and officials to take precautions and extra measures in order to prevent a possible outbreak.

Measures taken against the pandemic and establishing quarantine by the Ottoman authorities started in port cities of the empire initially. It is obvious that sea traffic was busy carrying commercial commodities and travellers via port cities that measures aiming to stop infected individuals entering the empire and spreading to local people. The duration of quarantine was limited with two weeks’ time and vessels were subject to different practicing whether carrying goods or passengers. Panzac, for the Ottoman practice in quarantine methods, mentioned that there were certain treatments of the plague for commercial vessels that if it was a plague infected vessel mariner the duration of quarantine was 31 days for goods and 21 days for passengers if a plague stricken mariner, 20 and 15 days if vessels regarding suspected cases of the disease, 15 and 10 days respectively and only non-infected vessels could be allowed to ports.¹⁸

Archival documents clearly pointing the type of vessels entering a port and hence measures to be implemented. Vessels containing any infected or a death case were handled differently and strictly than other vessels with no case and or health team. For example, during the cholera pandemic in the 1850s, vessels from different directions such as Egypt, Malta, Tunisia, and Kefalonia as well as their passengers were subjected the different quarantine measures depending on the infected cases from these centres. Similarly, if the vessel was found infected the duration of quarantine was 10 days, however, if the health team was employed in

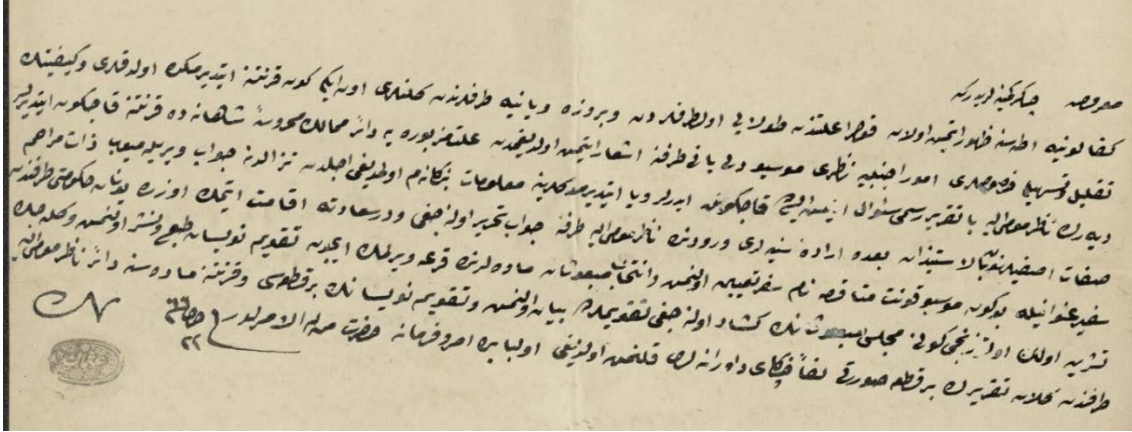
¹⁵ Directorate of State Archives Ottoman Archives (BOA), *Bab-ı Asaflı Divan-ı Hümayun Sicilleri Mühimme Defterleri (A.DVNS.MHM. d)* Defter No: 131, Hüküm No: 398, H. 1135 (1723).

¹⁶ According to Gülden Sarıyıldız, the practice of quarantine started in 1835, in Dardanelles systematically in the Ottoman Empire. Vessels destined the Sea of Marmara or İstanbul were being held there for a while. For a detailed assesment see Gülden Sarıyıldız, “Karantina”, *İslâm Ansiklopedisi*, C. 24, TDV Yay., İstanbul 2001, p. 464.

¹⁷ O. Ş. Uludağ, *ibid*, p. 448.

¹⁸ D. Panzac, *ibid*, p. 225.

the vessel number of days of the journey was added to the total duration of the quarantine. Meanwhile, these measures were not applied to passengers arriving via land transport.¹⁹



Document 1: Measures taken by the local authorities of the Ottoman Government for vessels from Kefelonia Island, BOA, HR.MKT. 37/70, 22 Zilkade 1266 (29 September 1850).

Similarly, an infected and death case in an English ship from Morocco to Alexandria resulted in extra measures for the vessels coming from or via the Mediterranean. A document on this case informs that the death was examined by the board of health consisting of 10 doctors. If the reason for death was decided to be of the plague vessels, its passengers and goods were required to be placed into quarantine for the period of two weeks. The same document required 10 days of quarantine for all the vessels coming from Egypt, Morocco, Cebeltere, and Cevuta, the port town in Spain near Morocco.²⁰

2.2. Precautions and Quarantine from Ports to Railways

Ports become prominent when considering the quarantine practices in the Ottoman Empire from the point of tourism. Undoubtedly, this is related with the geographical position of the empire that it was surrounded by the seas and sea transportation was cheaper and easier comparing with land routes. Therefore, quarantine measures imposed in port cities and busy trade centres as well as in the capital. Quarantines were established in the entrances of both Marmara and the Black Sea in İstanbul. İzmir also was frequently subject to quarantine measures due to its commercial volume and being maritime centre of the region. Moreover, another port in the region with quarantine practices is Kuşadası which was mentioned as an "busy area" and "a 6-rooms quarantine centre" was demanded according to archival sources.²¹

These quarantine centres and measures show that quarantine mostly were covering areas and people dealing with trade. The fact is Quarantine of Sinop which was established in the region within commercial interaction of the Black Sea region started. This centre covered all coastal and their merchants.

Apart from the ports where quarantine measures were taken, another cluster has been around railways which was the symbol of the new world and modernity. The railway, the pioneer of industrialisation, has shortened distances especially with Europe and allowed

¹⁹ BOA, *Hariciye Nezareti Mektubi Kalemi (HR. MKT)*, Dosya No: 37, Gömlek No: 70, 22 Zilkade 1266 (29 September 1850).

²⁰ BOA, *Sadâret Mektubî Kalemi Umum Vilâyât Evrakı (A.MKT.UM)*, Dosya No: 322, Gömlek No: 7, 7 Muharrem 1275 (17 August 1858). As the document uses the order as "müşekkek karantinası ittirilmesi" which means 'quarantine with suspect of infection', it should be understood that measures were not taken against vessels coming only from cities with confirmed cases but also from places with a possibility of infected individuals. However, this should not be interpreted only as closing the border and cancelling all the commercial traffic but only holding vessels at the entrance of certain ports for a period of time in order avoid the spread.

²¹ BOA, *Cevdet Sıhhiye (C.SH)*, Dosya No: 3, Gömlek No: 101, 21 Zilkade 1256 (14 Ocak 1841).

touristic travels in modern sense. Mail trains and passenger trains started to provide so called 'magical journeys' to European travellers both İstanbul and other cities in Anatolia. Railways had social, political and economic impact on the Ottoman societies and ultimately forced the authorities to evaluate and update quarantine measures of the empire. Archival sources on this subject reveal the fact that the practice was mostly applied for the passengers travelling from Europe. For that purpose, an order was sent to Edirne mentioning establishing quarantine for the passengers travelling from Europe. Measures were mentioned as 24 hours of quarantine as simple precaution in point called Cisir-i Mustafa Paşa Tahaffuzhanesi and examining passengers in the centre called Çatalca Tahaffuzhanesi.²²

Another document mentions 16 passengers taken to the centre of Cisir-i Mustafa Paşa Tahaffuzhanesi and their condition. They were reported to be healthy and did not carry any signs of disease. Meanwhile, 9 other passengers travelling from Vienna were reported to be taken to the centre together with the medical report of the Çatalca Tahaffuzhanesi.²³

2.3. Measures at Borders: Passport Controls and Precautionary Quarantine

It is understood that the Ottoman Empire took important measures to combat epidemic diseases and reflected this even in the passport checks of the passengers coming to the empire. So much so that those who came to the country were obliged to show their documents to the quarantine officers at the places they entered while passing passport controls, and those who ignored were closely followed. It is known that the Ottoman Empire took important measures to combat diseases. These measures were simply reflected in passport control at the checkpoints. Passengers and merchants entering to the country were obliged to show their documents to the quarantine officers and those who ignored were closely followed.

Turkish authorities contacted the Russian Embassy in İstanbul when they were informed about the entrance of nine Russian citizens to the empire via the ports of Samsun and Trabzon and being travelled to İstanbul.²⁴ The embassy was informed that such an action would have considered violating the quarantine regulations and measures. Quarantine regulations requested all passengers travelling to the empire from Russia, have their passport seen by the authorities of the quarantine, approved their passports showing the person not being infected, or the place of origin not being under risk. The control administration authorised issuing a certificate of pratique in every port they land in order to avoid the spread of the disease. An approval to passengers' passport and official safe conduct pass were required strictly.²⁵

Similar precautionary measures were taken for passengers coming via the Balkans route in order to avoid the cholera epidemic from European countries. A day long precautionary quarantine so called "*ih̄tiyat karantinası*" was required both for sea and land routes. These measures were including examining passengers in quarantine by the border.²⁶

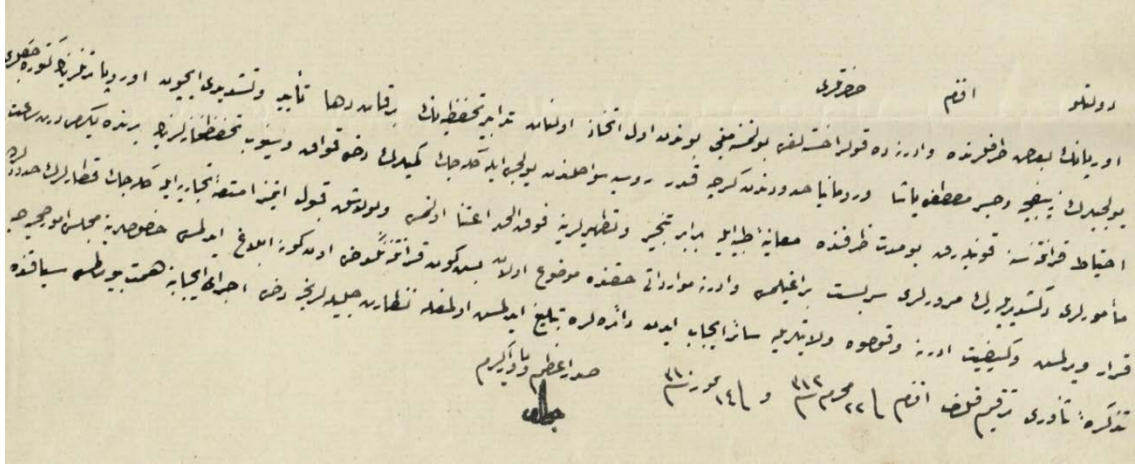
²² "Avrupa'dan şimendiferle gelen yolculara karşı mevzu' bulunan yirmi dört saat ihtiyat karantinasının ba'dema Cisir-i Mustafa Paşa tahaffuzhanesinde beklettirilmesi ve muayene-i tıbbiyenin dahi Çatalca tahaffuzhanesinde icrasına meclis-i sıhhiyece karar verildiğine dair sıhhiye nezareti celilesinden alınan tezkere-i manzur-u âli buyrulmak için arz ve takdim kılınmış ve mucibince icrası icabı Edirne Vilayeti celilesine tebliğ olunmuşdur", BOA, Yıldız Sadaret Hususi Maruzat Evrakı (Y.A. HUS), Dosya No: 310, Gömlek No: 45, 11 Rebiülevvel 1312 (12 Ekim 1894).

²³ BOA, Dahiliye Nezareti Şifre Kalemî (DH. ŞFR), Dosya No: 168, Gömlek No:59, 19.06. 1310 (31 August 1894).

²⁴ "Rusya devleti teb'asından bu def'a dokuz nefer kimesne yedlerinde bulunan pasaport kağıtlarını Samsun ve Trabzon'dan karantina memurlarına göstererek Dersa'âdet gelmesi...", BOA. Hariciye Nezareti Siyasi Kalemî (HR.SYS). Dosya No: 2927, Gömlek No:31, 19 Muharrem 1260 (9 February 1844).

²⁵ "...bu makûle yolcular her hangi iskeleye uğrarlar ise Karantina İdâresi tarafına pasaportlarına irâe ve tasdik ve temhür ettirmeleri ve vapurların dahi tezkiresiz ve pasaportsuz yolcuları almamaları ...", BOA, HR.SYS. 2927/31, 19 Muharrem 1260 (9 February 1844).

²⁶ "Avrupa'nın bazı taraflarından ve Edirne de kolera hastalığı bulunmasına mebni bundan evvel ittihaz olunan tedâbir-i tahaffuziyenin bir kat daha te'yîd ve teşyidi için Avrupa trenlerinin getirecekleri yolcuların ...(?) ve Cisir-i Mustafa Paşa ve Romanya hududundan Kerç'e kadar Rusya sevâhilinden yolcu ile gelecek gemilerin râh-ı Kavak



Document 2: Decision on a day long precautionary quarantine for from Romania to Kerch Peninsula for the passengers arriving from Russian port cities in Turkish cities of either Kavak or Sinop, *BOA*. *DH.MKT.* 266/15. 22 Muharrem 1312 (26 June 1894).

2.3.1. Health Intelligent Officers: Measures Taken against Illegal Border Cross

The Ottoman authorities did not only take measures in infected cities but also carried out tight controls in every different region with or without the epidemic. This tight control sometimes could even be called as denouncing about the health condition of an individual or even a city. Archival documents inform that when an outbreak of a disease was heard the place was immediately taken under tight control. Controls were against vessels from these places or embarking for picking up passengers from infected places. Moreover, officials of these places were strictly ordered for taking the same tight measures.

These tight measures understood to be against infected cases taken into different cities rather than locking down all the cities against incoming passengers from different places. Because measures were not against the entry of incoming vessels or passengers into cities or these busy ports, but having quarantine measures in these borders or ports as holding vessels and passengers to have the incubation period. At the end of the period, passengers were allowed to travel anywhere in the empire. Some heavy precautionary measures were taken against vessels which were trying to escape from the border controls and being held for a period by the sea quarantine.²⁷ For example, within the information of cholera outbreak in Italy, the Ottoman government informed and ordered commodores of Preveza and Tripoli tight measures to be taken for vessels coming from that region as well as vessels which might try to avoid sea controls and possible quarantine period.²⁸

Similarly, other measures to protect İstanbul and avoiding infected cases entering to the city were taken after the outbreak of an epidemic in Bucharest that all vessels arriving at İstanbul from Varna were required to be taken into quarantine at the entrance of the Black Sea, in Anadolukavağı. The archival document on this case informs that any passengers or vessels

ve Sinop tahaffuzhanelerinin birinde yirmi dört saat ihtiyât karantinasına konularak bu müddet zarfında muâyene-i tabib ile beraber tebhîr ve tathîrlerine fevka'l-hadd i'tinâ olunması..., BOA, Dahiliye Nezareti Mektubi Kalemi (DH. MKT). Dosya No: 266, Gömlek No:15, 22 Muharrem 1312 (26 June 1894).

²⁷ “Bulaşık yerlerden gelecek her türlü sefâin ve yolculara karşı muâmele-i muktezîyyenin ale'd-devâm ifâsı”, BOA, DH.MKT. 1440/19, 26 Zilkade 1304 (16 August 1887).

²⁸ “...Paşalimanı ve Trablusgarb tahaffuzhanleri maiyetinde birer vapur bulundurulması ve diğer sefîne-i hümmâyün ile de sevâhil-i şâhânenin bulaşık gemilerden men'i ihtilâtı zımında takayyüdât mütehârîbe icrâsı Preveze ve Trablusgarb komodorluklarına bildirildiği ifade kılınmış olmakla....”, BOA, DH.MKT. 1440/19, 26 Zilkade 1304 (16 August 1887).

were not allowed to enter to the city before the quarantine duration and the zaptiye nezareti was authorised for taking measures and controls.²⁹

The document above also informs about some of the passengers being transferred into the city, travelling freely around and the confusion about the duration of the quarantine. The document implies the difficulties of practising measures of quarantine by checking both passengers' passport and official safe conduct pass. However, one must take into consideration of being unable to follow all the measures and measures themselves were less likely sufficient taken into consideration of certain conditions of the city and empire's facilities and resources.³⁰

An archival document reports an illegal entry to İstanbul via the postal service via Varna. The document urgently requires tight precautions due to the intelligent about passengers being on board from infected places. Therefore, the order requires not embarking of any passenger from any city else than Varna and punishment was also mentioned in the case of violence of the order.³¹

The position of the Black Sea and its significance for international trade increased within the Tanzimat Reform Period.³² Commercial operations of European countries' vessels increased in port cities of the Black Sea, especially in the port of Trabzon. The technological advance initiated by Great Britain and France increased the trade volume of the region with steamships and ferries. Economic relations with Russia increased dramatically within this period.³³ Despite the economic control of Western countries and their trading companies, this change with economic operations not increased exchange and transport of commercial commodities but also increased human mobility hugely. When the transportation of merchants and businessmen are analysed the volume is unprecedented that effects spread of diseases early and quickly than anticipated or experienced earlier. Therefore, a sea quarantine was established in the city of Sinop, another important port city of the Black Sea, in order to control the marine trade volume between the two port cities of Trabzon and Kastamonu. The infected passengers were aimed to be carried and held in quarantine in Sinop.³⁴ The requirement of having the quarantine period in these designated areas resulted in complaints, a drop in international trade.³⁵

An example is about a Georgian ship carrying both passengers and goods that the situation was reported to the administration of the city of Kastamonu. Some serious measures were taken against passenger lines of Masalya and Trabzon, carrying passengers to the quarantine, when it cholera cases were reported. The number increased in quarantine and reached over 1300 cases. That increased alarmed authorities and extra measures were taken

²⁹ "...Varna'dan gelib Anadolukavağı'nda karantina müddetini ikmâl iderek limana dahil olan Oserya (?) vapurundan İstanbul cihetine çıkan yolcuların karantina müddetini ikmâl idip imedikleri meçhul bulunduğu bunların müdürlerine beyanıyla mümânaat olduğu halbuki Kavak'ta karantina müddeti ikmâl itmeksizin hiçbir yolcu ve sefinenin Dersa'âdete gelmesine zabutaca meydan verilmeyeceği...", BOA, DH.MKT. 1372/22, 15 Muharrem 1304 (14 October 1886).

³⁰ "Galata cihetine çıkan yolcuların tezkere ve pasaportları muâyene olunarak salverilmiş ise de...", BOA, DH.MKT. 1372/22.

³¹ "...mezkûr posta ile gelecek bu misüllü yolcuların Varna'dan ma'da hiçbir iskeleden vapurlara kabul olunmaması ve şâyed kabul olunur ise mesuliyet kendülerine ait olmak üzere haklarında muâmelât lâzime icrâ kılınacağı icâb iden vapur kumpanyalarına resmen tebliğ kıldığı ve iş bu telgrafnâme üzerine şimdilik o cihetden gelecek vapurların derûnunda bulunan bilcümle yolcuların pasaportları kemâl-i dikkatle muâyene olunarak şâyed içlerinden karantinadan firâr suretiyle bulaşık mahallerden gelmiş yolcu bulunur ise ol vapurun pratikası verilmeyip icâbına bakılmak üzere...", BOA, Yıldız Mütenevvi Maruzat Evrakı (Y. MTV), Dosya No: 22, Gömlek No:49, 16 Zilkade 1303 (16 August 1886).

³² The epoch of westernisation in economic, political and political areas, accelerated the integration of the Ottoman Empire into the world economy.

³³ Volkan Aksoy, "İngiliz Ticaret Raporlarında (1908-1913) Trabzon", *Karadeniz Araştırmaları*, XV/58, 2018, p. 50-74.

³⁴ Yusuf Oğuzoğlu, "20. Yüzyıla Girerken Karadeniz Limanlarının Deniz Ticareti Bakımından İncelenmesi", *OÜSBAD*, 2015, p. 502.

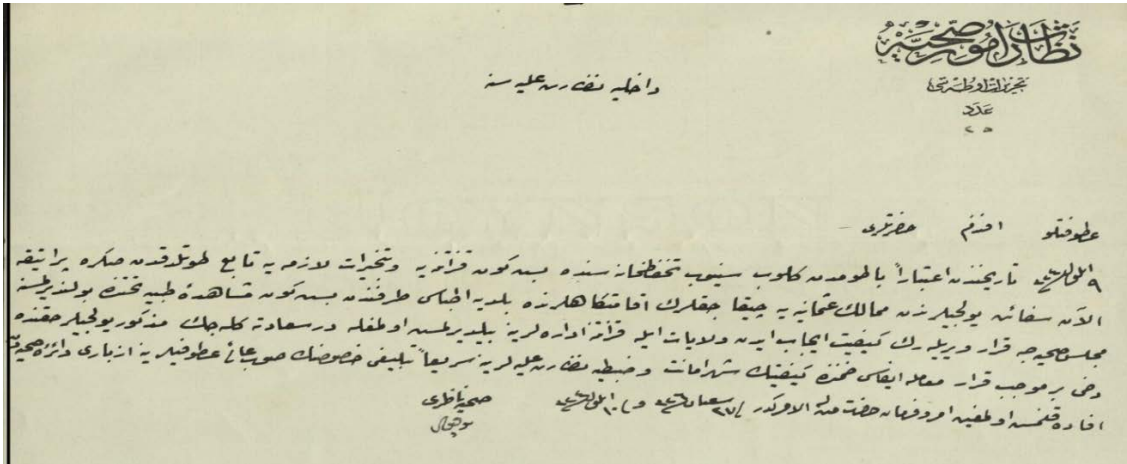
³⁵ V. Aksoy, *ibid*, p. 58.

against any escape among people placed in quarantine and building extra facilities for the newcomers.³⁶

Archival documents also show that measures and restrictions were not taken only for incoming passengers but outgoing ones as well that they both guided according to the precautions of the quarantine. Travellers were required to wait for certain periods according to conditions in destinations. Travellers' official safe conduct passes were stamped according to the condition of places targeted.³⁷

2.3.2. Requirements of Quarantine for Obtaining Pratika/Pratique

The Ottoman Empire and major trading port cities were main inbound and outbound routes of the trade of east to west. Therefore, these commercial centres and port cities were most of the time causes of the spread of pandemic from one country to another, namely carrying it to Europe. This required heavy measures and quarantine policies of the empire and applying quarantine rules to all vessels without issuing 'pratika'.³⁸ An interesting case revealed in archival documents that sometimes addition to the fifteen days of quarantine some additional days could be possible for travellers if needed. For example, a vessel and its passengers from Batumi to Sinop were put in quarantine for the regular duration, however, additional five days of quarantine was requested even the pratika documents were issued for the passengers.³⁹ The document implies that the second quarantine for the passengers from this ship was the board of health and passengers were closely examined regularly by doctors during that period. It shows that the decision was a conscious one in order to avoid the spread of disease and causing further and longer delay of travel restrictions for incoming travellers.



Document 3: Decision on request of an additional five day quarantine for passengers of the ship from Batumi to Sinop and their medical examinations by local doctors, BOA, *DH.MKT.* 2614/14, 27 Şaban 1326 (24 September 1908).

³⁶ BOA, *Babiali Evrak Odası Evrakı (BEO)*, Dosya No: 260, Gömlek No: 19426, 6 Ağustos 1309 (18 August 1893).

³⁷ “Şumnu’ya gideceklerde illetin şiddet ve hiffetine göre karantina(da) bekletileceğinden yolcuların tezkerelerine mahallerinin temiz veya bulaşık olduğunun işaret edilerek hükümet mühürüyle mühürlenmesi ve temiz olmayan mahaller ahâlisinin Şumnu’ya gitmemesi cânib-i vilâyetden irâde buyrulmakla icra-yı icabı”, BOA, *C. SH.*, 24/1157, 18 Temmuz 1282 (30 July 1866).

³⁸ Pratique, was called as ‘pratika’ during the Ottoman time, a certificate issued for the crew mentioning the health condition of shipmen which allowed them travel in the city of the port the vessel inbounds.

³⁹ “9 Eylül (1)324 tarihinden itibaren Batum’dan gelib Sinop tahaffuzhanesinde beş gün karantinaya ve tencizât-ı lâzımıyye tâbi’ tutulduktan sonra pratika alan sefâin yolcularından Memâlik-i Osmaniye’ye çıkacakların ikametga hlarında belediye etibbâsı tarafından beş gün müşâhede-i tıbbiye tahtında bulundurulmasına Meclis-i Sıhhiyyece karar verilerek keyfiyet icâb iden vilâyât ile karantina idarelerine bildirilmiş olmakla dersi’âdete gelecek mezkûr yolcular hakkında dahi ber-mûceb-i karar muâmele îfâsı himmetinde keyfiyetin Şehremanet ve Zabıta Nezâret-i âliyelerine serîan tebliği hususunun....”, BOA, *DH. MKT.* 2614/14, 27 Şaban 1326 (24 September 1908).

2.4. Duration and Process of Quarantine for Passengers in Hotels

It is inevitable that governments take necessary measures to protect the public and minimise the harm of a disaster. However precautions and restrictions reduce the death rate, psychological effects together with social and economic losses continue to effect the public.⁴⁰ It is naturally very difficult to predict future results and consequences of pandemics. Therefore, it is also important that precautions taken during the time of an epidemic have minimum negative effects to society.

Planning and preparation of a pandemic had twofold intimate goals:⁴¹

- (a) decrease the morbidity and mortality rates of the illness, and
- (b) improve the recovery time so that economic and social activities can be resumed at their normal level. These decisions are important not to be effected by an outbreak.

Governments can have plans for outbreaks. However, in order to have a better plan and effective solutions, local measures are important and needed. Diseases generally occur and spread in places precisely such as restaurants, schools, hotels, and campuses.⁴² Isolating infected cases or potential individuals has been the widespread practice.

The practice of quarantine was exercised not only port and port cities but also in hotels in the Ottoman Empire during different pandemics. Preventive practices were either establishing a cordon sanitary or not allowing passengers to stay at hotels. For example, due to a cordon sanitary, a family from Athena was not admitted into a hotel for the purpose of 10 passengers from Batumi arrived via a Georgian ship that was under quarantine.⁴³

Another Georgian ship was reported to be caught by the quarantine intelligence for 6 passengers disembarked at the port of Poladhane in Trabzon. An investigation and isolation was requested for the ship and its passengers although the ship left the port of Samsun after the quarantine measures imposed. Quarantine officials and doctors managed to reached 6 passengers in their hotel but no information could be obtain about the place and condition of the other 4 passengers.⁴⁴

A similar example shows tight precautions against some other travellers after observing their health condition. A hotel called Çakomi, in an island of İstanbul, Büyükkada, did not admit a family travelling from Athena due to mild symptoms of smallpox, measles and red fever of the children in the family. Also, local authorities were alerted with the fact that the disease of smallpox was an intensively effected the place of origin of the family and therefore they were not places in a public place such as a hotel. The family was decided to be staying in some of the family members' residences. However, regular control carried out and measures were taken for the case of the family members.⁴⁵

⁴⁰ Mesut Ayar, Yunus Kılıç, "Osmanlı'da Vebanın Sona Erişine Dair Bir Değerlendirme", *Türk Dünyası İncelemeleri Dergisi*, 17 (2), Retrieved from <https://dergipark.org.tr/en/pub/egetdid/issue/32850/348927>, p. 163.

⁴¹ Eric J. Dietz, David R. Black, *Pandemic Planning*, CRC Press, Taylor & Francis Group, USA, 2010, p. 11.

⁴² E. J. Dietz; D. R. Black, *ibid*, p. 30.

⁴³ "Karantina müâmesi ittihâzından evvel Samsun'dan hareket iden Gürcü kumpanyası vapurunun Poladhane limanına girip on kadar yolcu bıraktığı haber alınması üzerine karantina tabibiyle bi'l-müzâkere bunlardan Trabzon'a geldikleri tahakkuk iden altı yolcu buldukları otelde ikâmet ile Sıhhiyye Nezâreti'nden alınacak talimata göre otelin kordon altına alındığı...", BOA, *Yıldız Perakende Umumi (Y.PRK.UM)*, Dosya No: 56, Gömlek No:47, 19 Mayıs 1317 (1 June 1901).

⁴⁴ BOA, *Y.PRK.UM*. 56/47.

⁴⁵ "Büyükkada'da kâin Çakomi otelinde iskân itmek üzere Atina'dan bir familya halkı gelib beraberlerinde bulunan çocuklar hafif sûretde çiçek ve kızamık ve kızıl hastalık gibi hastalığa dâcâr olarak şimdiki-hâlde kesb-i ikâmet imiş iseler de çiçek hastalığının şiddetle hüküm sürmekte olmasından nâşi mezkûr otele kabul olunmayarak yine adada müteallikatlarından birinin hanesine misâfir oldukları haber verildiğinde ve def'aten li'l-mahzûr bunların birkaç gün daha mezkûr otele getirülmemesi ve bu müddet müdüründen sonra kendülerinin arzu eyledikleri

2.5. Quarantine Measures for and against Orient Express

Railways and the construction of railroads were considered as the symbol of westernisation for the Ottoman Empire including the Sultan himself. It anticipated providing certain economic, social, and political benefits such as controlling territories and imposing the central government's authority, allowing the movements of troops from one region to the other early and quickly, benefitting from the commercialisation of domestic production, etc. Moreover, change in transportation in the mean of touristic journeys allowed some permanent transformations. The symbol was the Orient Express. It both offered the Istanbul bourgeoisie the opportunity to meet with Europe and European travellers had the fast, magical, safe, comfortable, and luxury for some travellers. The travel was combined with some newly built luxury hotels such as Pera Palace. Therefore, the railway was not only a physical means of transportation but also a vehicle that enables interactions of cultures and creates its own popularity. Orient Express was known as the "train of kings" and founded by the French company Wagon Lits. It was also known as Europe's first luxury train which renowned for hosting the wealth in palaces. The train made its first voyage to the Orient in 1883. It's known with its remarkable route between Paris and İstanbul, passing through the important capitals of Europe. The last stop was İstanbul and passengers were being hosted at Pera Palace, the luxury hotel built by the Wagon Lits. However the train was surging in promoting İstanbul and the Orient to a wide range of European famous and important figures such as diplomats, men of letters, etc., infectious diseases, particularly cholera, have hindered the magical journey from time to time.

Orient Express was first interrupted from infectious disease in 1892. As Şarman (2010) mentions, scheduled train services were interrupted due to the outbreak of cholera. "Orient Express also had serious difficulties added to the pleasant days: the cholera disease surrounded Europe in 1892 and disrupted Orient Express services as well."⁴⁶ Also, a photo taken at the border Turkish border in August 1894 shows that Orient Express was stopped at the border due to cholera quarantine.⁴⁷ Another case about the cholera outbreak is that the train was stopped at the border and was not allowed to move further than Belgrade.⁴⁸

Apart from these interruptions of Orient Express at the Turkish borders, cases on isolation or quarantine were about passengers of the train staying at Pera Palace Hotel. It is understood that efforts have been made to ensure that Orient Express passengers and therefore, the hotel were not exempt from quarantine regulations. Archival documents clearly show that necessary precautions were taken against all passengers including the passengers of luxury trains. For example, all the passengers were required to be examined prior to their departures. The order was given separately to both the station police and police chiefs at the district of Eminönü and was asked to be concerned about the importance of the situation.⁴⁹ However, some days later examining passengers was allowed to be carried out in the station lounge and on the train.⁵⁰

mahalde ikâmete muhtâr bırakılmaları lâzım geleceğinden ...", BOA, *DH. MKT.* 1441/53, 2 Zilhicce 1304 (21 August 1887).

⁴⁶ Kansı Şarman, "Orient Exspress", *NTV İstanbul Ansiklopedisi*, 2010, p. 720.

⁴⁷ <https://www.trains-worldexpresses.com/200/203.htm>, (05.06.2020).

⁴⁸ 'The outbreak is not so favorable. I at once telegraphed to the consuls at Hamburg and Bremen, and also the counsel-general in Vienna and the consular agency at Fiume. The Orient Express to Constantinople does not now run faster than Belgrade.' This is the report of the Consulate of United States in Budapest on August 23, 1893. For a detailed assessment see: <https://books.google.com.tr/books?id=ii09AAAAAYAAJ&pg=PA889&lpg=PA889&dq=orient+express+and+cholera&source=bl&ots=wmpCDy1kji&sig=ACfU3U3GxZoHFKK6KCWuGptojhIH77qeGQ&hl=tr&sa=X&ved=2ahUKEwiOgqeQhf3pAhXkQEEAHaaocDAQ6AEwCnoECAUQAQ#v=onepage&q=orient%20express%20&f=false>, (05.06.2020).

⁴⁹ BOA, *Dahiliye Emniyet-i Umumiye Tahrirat Kalemi Evrakı (DH.EUM.THR)*, Dosya No: 51, Gömlek No:1, 21. 09. 1328 (26 Eylül 1910).

⁵⁰ BOA., *DH. EUM.THR*. Dosya No: 51, Gömlek No:57, 28. 09. 1328 (3 Ekim 1910).

2.6. A German Citizen who Escaped from the Quarantine

Archival documents present some interesting cases about the way of practice as well as reactions of some individuals worth mentioning. A document mentions a letter received by a manager of a newspaper. The case was mentioned to be about a passenger traveled to İzmir from Alexandria. An investigation was reported to be proceeding against that incidence due to news spreading on only two days of isolation in quarantine before travelling to Istanbul.⁵¹ Due to the news was implying bribery of quarantine officials and official investigation carried out immediately.

This investigation and detail analysis of archival documents on the case show that immediate action against such an incident was taken, an abuse of quarantine measures was tired to be eliminated. Moreover, details of the report in the document imply the necessity not to cause any unrest in the society and in public opinion which was implied as “*efkâr-ı âmmе*”. This case also shows the sensitive approach of local authorities together with the Ottoman Government.

The passenger was claimed to be a German citizen and a relative of the German Postal inspector. The investigation was carried out in the province of Aydın. However, an officer of the Board of Health announced that it was heard, he did not confirm the nationality of the traveller. The governorship of Aydın announced it to be a piece of baseless news.⁵² Attention was turned again on the inspector upon all these official announcements.

The German postal inspector was questioned, he stated not knowing such a person in İzmir. However, he also mentioned he coincided with the talk of three people in French that one mentioned he was travelling from Alexandria to İzmir, bribed for escaping from quarantine.⁵³

This and other examples show that there has not been much difference comparing past with the current situation concerning quarantine measures taken by the officials. It is obvious that in every outbreak people try to avoid measures and restrictions in order to ease their own conditions in different ways. Another case revealed from archival documents shows a couple of individuals and their story how they escaped from quarantine and rumour spread in the city about their escape. The case was considering on escape of three males without entering to the quarantine and health checkpoint while two females were allowed after the health check.⁵⁴ However, one must take into consideration that the case cannot be taken into account as a real case as the investigation carried out due to rumours spreader in the district of Beyoğlu, the area known with foreign inhabitants. However, archival documents prove this case and the effort put by the local authorities, outcome, and result of the investigation is unknown and incomplete.

It has been understood from documents that tight measures taken by both local authorities which were followed closely by the Ottoman Government, resulted in a drop in mortality rate, had the preventive effect of the spread of the disease. Therefore, it can be also concluded that it was tried to be under control with the preventive measures taken by judicial authorities.

⁵¹ “İskenderiye’den İzmir’e gelen bir yolcunun orada yalnız iki gün tahaffuzhanede kalıp akçe kuvvetiyle itmâmı müddet itmeyerek İstanbul’a geldiğine...”, BOA, DH. MKT. 1341/72-3, 26 Ramazan 1300 (31 July 1883).

⁵² “Meclis-i Sıhhiyyede memur Almanya memurunun böyle bir söz işitmiş ise de karantinadan sıvışan şahsın kim olduğuna dair malumatı olmadığını beyân eylediği ve vilayetten dahi rivâyetin vakanın aslı olmadığını...”, BOA, DH. MKT. 1341/72-6, 10 Şevval 1300 (14 August 1883).

⁵³ “...fakat bir mâh-ı mukaddem tünelde tesâdüf idüb teşhisi demeyeceği üç kişiden biri İskenderiye’den İzmir karantinahânesine geldiğinde pâre verip kaçırıldığını Fransızca olarak diğerlerine söyler iken işittiğini...”, BOA, DH. MKT. 1341/72-8, 26 Şevval 1300 (30 August 1883).

⁵⁴ “Rusya’dan Kavak tahaffuzhanesine gelen üç erkek ve iki kadın yolcudan kadınlar etüvden geçirildiği halde gardiyanlara biri iki ve diğer ikisi birer frank vermiş olan erkeklerin etüvden geçirilmeksizin salıverildiği ve bundan dolayı kadınların Beyoğlu’nda şuna buna hikâye-i hâl itmekde buldukları istihbâr buyrulduğuna...”, BOA, İrâde Hususi (İ.HUS), Dosya No: 2, Gömlek No:65, 24 Muharrem 1310 (18 August 1892).

3. Effects of Quarantine to the Tourism Industry during the Time of Outbreak

Quarantine measures are essential for eliminating the negative effects of pandemics. However, these measures and slowing down economic activities in various sectors lead to an economic crisis in which household sacrifice and endure. There are also further measures that must be taken into practice in order to help recover the economy rapidly. It has been experienced throughout the history of epidemics that economic activity and importance of some of the sectors and industries decreased while some other gained the importance and developed.

An outbreak of diseases in the history of mankind has been recognised as the reason and causes of changes and a new type of life from the style of nutrition to a new type of architecture and to the collapse of empires.⁵⁵ Economic and social effects are inevitable and more obvious in this process of change. The role of epidemics and quarantine measures is important in accelerating these changes. Especially service industry has been under the negative effects of the measures of travel restriction.

During the Middle Ages, for example, the outbreak of plague changed life in cities, where all non-agricultural economic activities carried out, and economic activities or cities dramatically. The disease made it obvious how life in cities was heavily depended on agricultural activities. Because even in those less effected cities experienced unprecedented results and impacts of the plague. In Florence, for example, factories and shops closed down which resulted an increase in prices.⁵⁶ Quarantine and other measures for controlling epidemics have always been controversial due to the balance required between public interest and individual rights. Also, any of the chosen measures and strategies practiced raised political and socio-economic tension in society.⁵⁷ However, quarantine and lockdown are still considered to be the most effective methods against fighting any pandemic and therefore continued to be practiced.

The practice of quarantine, self isolation, and lockdown for short or long periods severely disrupt economic activities as market forces, namely demand and supply are being effected. Especially low level of trading activities limit the growth in supply. However, the demand increase for basic needs such as food, medical equipment, and health services initially with the motive of the fear, the demand, in general, fall off significantly in every area of the economy. Economic predictions of mortality rate and infected cases are important to have in hand for measuring the effect of labour productivity. As an increase in mortality rate causes a drop in the amount of labour force, infected individuals cannot be part of the workforce for a certain period and others might be required to be outside of the workforce for a certain period as well for caring for the infected family members.

Studies aiming to predict the impact of the epidemic in the economy in general in different sectors precisely is important in predicting the loss of the economy. It has been estimated that an outbreak of a severe pandemic might increase unemployment globally by 25 to 35 percent in the first three to four months period. A study carried out and report published in 2007 named 'Pandemic Flu and Potential for U.S. Economic Recession'⁵⁸, estimated economic impacts of a potential outbreak for the US economy in general and state by state analysis which tried to predict the effect of a possible epidemic similar to the Spanish Influenza in 1918. The

⁵⁵ Muzaffer Şeker, Ali Özer, Zekeriya Tosun, Cem Korkut Mürsel Doğrul, *The Assessment Report on COVID-19 Global Outbreak*, Turkish Academy of Sciences Publications, TÜBA Report No: 39, ISBN: 978-605-2249-51-2, 2020, Accessed 24.08.2020, p. 32.

⁵⁶ George Childs Kohn, (ed.). *Encyclopedia of Plague and Pestilence: From Ancient Times to the Present*, Third Edition, New York: Infobase Publishing, 2008, p. 126.

⁵⁷ Eugenia Tognotti., Lessons from the history of quarantine, from plague to influenza A. *Emerg. Infect. Dis.* 19:254–259. <http://dx.doi.org/10.3201/eid1902.120312>, 2013, p. 254.

⁵⁸ For a detailed assessment see; Trust For America's Health Contributors, *Pandemic Flu And The Potential For U.S. Economic Recession A State-by-State Analysis*, Preventing Epidemics. Protecting People, USA, 2007, pp. 12-31.

Congressional Budget Office also estimated demand for entertainment and tourism that there could be an 80 percent drop in a three months period. Because "...industries that require interpersonal contact are assumed to have the largest declines in demand..." while others with less interpersonal contact smaller decline. In other words, industries such as entertainment, arts, recreation, lodging, and restaurant are to suffer more than other industries. The decline in demand results declines in supply as well. Therefore, the supply side of the pandemic is advised to be taken into consideration as a macroeconomic effect of a possible pandemic.⁵⁹ Also, a 67 percent loss was estimated for transportation and warehousing. A major outbreak of a pandemic would result in demand for hospitals and other health system providers as well as equipment.⁶⁰

The study carried out by Chong&Ying Zee evaluated the impact of regulating air, sea, and land transportation for the Influenza A pandemic of 2009 and found out that travel restrictions in a designated geographical region would not be sufficient alone to limit the spread of the epidemic.⁶¹

Recently, a new outbreak has been threatening the world. The World Health Organisation first provided some information on the new epidemic in the Chinese city of Wuhan on December 31, 2019. Since then, WHO carries on advising countries, governments, and individuals for measures to be taken. Accordingly, a number of countries have started to implement measures against the spread of the virus. The immediate effect was on trading activities and travel restrictions have followed. However they have not been sufficient, standard measures were hygiene, avoiding close contact with infected persons or persons with signs of carrying the disease.⁶² Moreover, almost all countries have been having measures of travel restrictions and increasing hygiene awareness of individuals.

The World Tourism Organisation has reported that flights are being restricted since January 2020 gradually and it is up to 96 percent of travel restrictions or cancellations of all destinations worldwide due to the Covid-19 virus. The organisation has been expecting a drop by 20 to 30 percent in all international arrivals. According to its report, this sudden and unexpected drop in the tourism demand has been risking millions of jobs and people's income.⁶³

According to OECD, the Organisation for Economic Cooperation and Development, the pandemic might cause the international tourism industry to shrink by 45 to 70 percent. According to the European Commission, tourism and transportation and precisely the aviation industry are among the most effected sectors by this pandemic. The Covid-19 has destructive effects on employment and the global economy. It has spreader quickly to all different parts of the world from the Asia and Pacific region and has stopped the global tourism essentially since March 2020. Sectors from agriculture to transportation, handicrafts to food and beverages are now facing major challenges due to the outbreak of the Covid-19 which also has a significant multiplier effect on employment.⁶⁴

⁵⁹Congressional Budget Office, *A Potential Influenza Pandemic: Possible Macroeconomic Effects and Policy Issues* (Washington, Congressional Budget Office, 8 December 2005; revised 27 July 2006, p. 42-44.

⁶⁰Trust For America's Health Contributors, *Pandemic Flu And The Potential For U.S. Economic Recession A State-by-State Analysis*, Preventing Epidemics. Protecting People, USA, 2007, p. 6.

⁶¹ Ka Chun Chong, Benny ChungYing Zee "Modelling the impact of air, sea, and land travel restrictions supplemented by other interventions on the emergence of a new influenza pandemic virus", *BMC Infect Dis.* 2012;12(1):309. <http://dx.doi.org/10.1186/1471-2334-12-309>.

⁶² World Health Organisation (WHO), Updated WHO recommendations for international traffic in relation to COVID-19 outbreak, 29 February 2020-COVID-19 Travel Advice, Accessed 06.05.2020.

⁶³ UNWTO, World Tourism Remains at a Standstill as 100% of Countries Impose Restrictions on Travel, <https://www.unwto.org/news/covid-19-world-tourism-remains-at-a-standstill-as-100-of-countries-impose-restrictions-on-travel>, <https://www.unwto.org>, Accessed May 26.2020.

⁶⁴ International Labor Organization (ILO), (2020), *COVID-19 and the tourism sector*, 9.04.2020 ILO Sectoral Brief, <https://www.ilo.org/wcmsp5/groups/public>, Accessed 05.05.2020, pp. 2-3.

In the study conducted by Ayittey, Ayittey, Chiwero, Kamasah and Dzuvor (2020) on the impact of epidemics, it is estimated that China's economic loss will exceed \$ 62 billion in the first quarter of the year, and the world's loss will likely exceed \$ 280 billion in the same period. This result predicts 3000 billion Dollar loss compared to the H1N1 virus which broke out in 2009 which was much lighter epidemic compared to the recent one and effected the global economy only by 0.5 percent.⁶⁵ Travel restrictions limited the movement of more than 48 million people with the most important production and logistics center of Wuhan, the epicenter of the virus, during the period when the epidemic was severe.⁶⁶ In particular, restricting travel to Wuhan and other cities in Hubei has had a multifaceted effect. In this process, retail and tourism industries were greatly affected.⁶⁷ These effects spread all over the World. Meanwhile, international arrivals to most countries have dropped, the basic occupancy rate in most visited countries in the world, such as France, Italy, Spain, the US, China, and Turkey, has fallen at a record high. Tourism based countries in the Far East such as Thailand, The Philippines have been experiencing the worse in their modern history for the tourism industry.⁶⁸ Similarly in Turkey, international arrivals have dropped dramatically since March 2020.⁶⁹

Table 3. Decline in the Number of Tourists (March 2020)

Countries	Number of Tourists (%)
Turkey	-64,7
Bulgaria	-62,2
Russia	-43,7
Germany	-61,0
Georgia	-54,7
England	-55,3

Source: Trading Economics, Turkey Tourist Arrivals, <https://tradingeconomics.com/turkey/tourist-arrivals>, Accessed on 06.05.2020.

According to the international comparison, as seen in the table, the number of tourists has decreased significantly.

Table 4. Yearly and Monthly Distribution of Incoming Visitors in Turkey

Years/Month	% Change				
Years	2018	2019	2020	2019/2018	2020/2019
January	1 892 737	1 999 642	2 287 010	5.65	14.37
February	1 932 686	2 113 909	2 196 453	9.38	3.90
March	2 581 201	2 746 159	968 537	6.39	-64.73
April	3 212 476	3 809 819	-	18.59	-

Source: Kültür ve Turizm Bakanlığı, Turizm İstatistikleri 1, Ocak-Mart 2020 Sınır İstatistikleri, Resmi İstatistik, <https://yigm.ktb.gov.tr/Eklenti/72808,turizmistatistikleri2020-1update20052020pdf.pdf?0>, (Data Utilized by Türkiye İstatistik Kurumu, İçişleri Bakanlığı Emniyet Genel Müdürlüğü, Kültür ve Turizm Bakanlığı), p. 3.

⁶⁵ Foster K. Ayittey, Matthew K. Ayittey, Nyasha B. Chiwero, Japhet S. Kamasah, & Christian Dzuvor, Economic Impacts of Wuhan 2019-nCoV on China and the World. *Journal of Medical Virology*, 10.1002/jmv.25706. <https://onlinelibrary.wiley.com/doi/epdf/10.1002/jmv.25706>, Accessed 26.05.2020, 2020, p. 475 & CNN Business. <https://edition.cnn.com/2020/02/08/business/coronavirus-global-economy/index.html>, Accessed May 26, 2020.

⁶⁶ Bloomberg. "Charting the Global Economic Impact of the Coronavirus" <https://www.bloomberg.com/graphics/2020-global-economic-impact-of-wuhan-novel-coronavirus/>. Accessed May 26, 2020.

⁶⁷ HealthAffairs. <https://www.healthaffairs.org/doi/10.1377/hblog20200203.393483/full/>. Accessed May 26, 2020.

⁶⁸ Kerem Congar, Euronews, Covid-19 turizm sektörünü vurdu, dünyada en çok etkilenen ülkeler hangileri? Türkiye kaçınıcı sırada?, <https://tr.euronews.com/2020/04/22/covid-19-turizm-sektorunu-vurdu-dunyada-en-cok-etkilenen-ulkeler-hangileri-turkiye-kac-nc->, Accessed May 26, 2020.

⁶⁹ Trading Economics, Turkey Tourist Arrivals, <https://tradingeconomics.com/turkey/tourist-arrivals>, Accessed 06.05.2020.

Turkey has experienced a significant drop in the distribution of the number of visitors in analysing the three years of 2018, 2019, and 2020 during the same months. According to the data collected by the end of April 2020, 156 destinations worldwide among 217 have completely stopped international arrivals. This is up to 72 percent of global tourism. Among all of the destinations, 25 percent of them have travel restrictions for at least the last three months while the restrictions have started about two months ago in the 40 percent of the others.

Table 5. Destinations Closed Borders to International Arrivals of Tourists

Destinations	Closed (%)
Europe	83
America	80
Asia	70
Pasific	70
Middle East	62
Africa	57

Source: UNWTO, World Tourism Remains at a Standstill as 100% of Countries Impose Restrictions on Travel, <https://www.unwto.org/news/covid-19-world-tourism-remains-at-a-standstill-as-100-of-countries-impose-restrictions-on-travel>, Accessed May 26.2020.

It has been understood that border closure among regions and countries is high. Service industry and precisely transportation and tourism activities are among the sectors being effected mostly due to travel restrictions and border closure. Food Safety and the significance of agriculture are becoming more and more important. Better infrastructure and more qualified workforce in the health system are becoming more important in fighting the disease. Travel restrictions and the negative impacts on the tourism industry reduce international aviation operations which restrict also international commercial operations. All of these restrictions and impacts result in an economic bottleneck and once again the tourism industry shows the immediate impacts of the economic outcomes.

Table 6. Tourism Incomes Monthly Distribution (January-March 2020)

Months	Income Generated from Foreign Travellers (000 Dollar)	Average Spending (Dollar)	Total Tourism Revenues (000 Dollar)
January	1 463 303	725	1 834 008
February	1 168 804	721	1 479 447
March	660 243	745	787 750
Total	3 292 351	727	4 101 206

Source: Kültür ve Turizm Bakanlığı, Turizm İstatistikleri 1, Ocak-Mart 2020 Turizm Geliri ve Gideri İstatistikleri, Resmi İstatistik, <https://yigm.ktb.gov.tr/Eklenti/72808,turizmistatistikleri2020-1update20052020pdf.pdf?0>, (Data Utilized by Türkiye İstatistik Kurumu, Merkez Bankası, Kültür ve Turizm Bakanlığı), p. 12.

As the table shows that despite the increase in the average expenditure per person, a decrease in the number of international arrivals, namely the number of foreign tourists, income generated from international tourism activities decreased by help approximately which dropped the total tourism income at the same rate accordingly. Taking into consideration the fact that tourism is a very significant area of foreign account reserves, the decrease in the number of international arrivals has a considerable impact on the economy. Travel restrictions, drop in international arrivals and visitors, etc effect businesses, employment in different areas. Since the tourism revenues have declined the household well being and income are being negatively effected accordingly. As the economic activities have stopped almost completely in the tourism related businesses, some other areas of businesses working together or closely with the tourism industry are experiencing financial difficulties and being bankrupt. Therefore, all above mentioned factors cause a wide ranging impact in the other sectors in the economy and hence economic recession.

Conclusion

The Ottoman Empire was on a transit route between continents and this made both land and sea traffic was always active. Authorities needed to take certain control and precautions in order to control the flow of constant traffic which economically and socially important. Infectious diseases emerged as a state of emergency, effected the empire economically, politically and socially which also required countries to be in coordination. Therefore, while the border controls were essential and keeping active mobility of people and goods were crucial.

The Ottoman economy became more and more integrated into the world economy within the nineteenth century. That necessitated active operations and export-import businesses of local and foreign merchants, their partners, etc. especially in some port cities with busy commercial and maritime operations such as İzmir, Trabzon and Samsun. Foreign vessels and their passengers arriving in port cities increased the risk of epidemics. In this respect, precautions and quarantine measures were carried out in these port cities. For example, the mobility and commercial operations in the Black Sea coasts, especially in Trabzon, were carrying huge risk to the region and therefore, quarantine centre was established in the city of Sinop in order to prevent the transportation of infected passengers into the empire. However, these kinds of measures caused some commercial disruptions. Nevertheless, travellers were kept in these centres for a period of time depending on the place of origin and health condition there and health condition of travellers themselves. All these measures show that it was tried to prevent the passage of infected travellers into the country. Measures were not applied to a certain region or group of people but a simple examination of travellers at the checkpoints. Moreover, some cases show that some of the travellers were being under follow-up by the public health officials in order to control if they have carried the disease.

Travel restrictions causes economic, political and social problems. However the pandemic has been effecting all sectors, tourism industry is the immediate sector experienced the recession. Businesses in tourism have been effecting other areas in the service industry which is estimated a bigger recession in general. This general recession caused by the downsizing of tourism and service industries is needed to be well managed.

It is believed that creating different and alternative areas in travel industry such as health tourism, cultural tours and rural experiences, rather than simple mass holidays, will be beneficial for avoiding mass gathering of travellers in densely populated cities. It is important to regulate and plan tourism industry related policies in order to adapt changing conditions For this reason, rural development and investment in rural tourism is believed to be important for economic development.

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