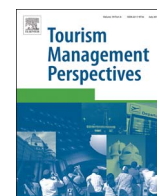




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Case study

A hotel in Anatolia in the last period of the Ottoman Empire: Hotel Tadia (1892–1922)

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ABSTRACT

A quiet and underdeveloped town, in the last quarter of 19th century, Eskişehir in Turkey began to liven up with the arrival of the Berlin-Baghdad Railway. Since train rides took two days and the passengers had to stop and stay overnight in Eskişehir, the city became in need of a hotel, and the visitors began to stay at hotels, along with inns and public houses. Upon this need, Madame Tadia, a Bohemian lady, turned a large house near the station into a hotel. Within this context, Hotel Tadia has an important place in the tourism history of Eskişehir. The purpose of this study is to create a microhistory of Hotel Tadia, which paved the way for the concept of modern hotel business in Eskişehir, and to reveal the sense of modern hotel business that it brought to Anatolia between 1892 and 1922.

1. Introduction

Caravanserais and inns, which are the grassroots of the entire hotel business in Turkey, continued to exist until the late 19th century (Maviş, 1992, pp. 47–48). After the second half of the 19th century, the modern accommodation activities gained momentum, and the minorities in Istanbul began to open hotels for their own use (Arslan & Polat, 2015, p. 104; Özdemir, 1992). Due to the political and commercial policies pursued by the Ottoman Empire, the number of visitors from the West began to increase, and this brought along a need for hotel facilities (Arslan & Polat, 2016). The developments in transportation network brought a momentum to the regions around the railroads. With the first journey of the Orient Express to Istanbul in 1892, Pera Palas Hotel became the first modern hotel opened in Istanbul (Kozak, Kozak & Kozak, 2000, p. 23). In the same year, another modern hotel was opened in Eskişehir, in the middle of the moorlands of Anatolia: Hotel Tadia. Hotel Tadia became a hotel, which was frequently mentioned in foreign travel books, and which brought along the concept of modern hotel business to Eskişehir.

A developed and modern metropolis today due to the revival of tourism in recent years, Eskişehir was known as a neglected, quiet and underdeveloped town in the last quarter of the 19th century. While the arrival of the Berlin-Baghdad Railway and migrations made economic, administrative, commercial and cultural contributions to the city, these factors also led to the town's first encounter with tourism. The fact that

it used to take two days to go from Istanbul to Ankara via railroads, and that the train used to stop overnight in Eskişehir, triggered the modern-day tourism activities of the city. Within this context, a need for a hotel around the train station had arisen.

Upon this need, Madame Tadia, who came from the Austro-Hungarian Empire and moved in Eskişehir in 1891, had opened 'Hotel Tadia' near the train station. The travelers visiting Eskişehir had stayed in this hotel and spoken highly of the hotel and its owner Madame Tadia in their travel guides. The photographs of this hotel were placed on postcards and the hotel was mentioned in many famous novels. In the forthcoming years, the hotel witnessed the Turkish War of Independence and supported the Turkish army. The hotel also has a significant place in Turkish tourism history, as much as in Eskişehir's.

From this viewpoint, the purpose of this study is to create a microhistory of Hotel Tadia, which paved the way for the concept of modern hotel business in Eskişehir, and to reveal the sense of modern hotel business that it brought to Anatolia between 1892 and 1922. Unlike microhistory studies, where the focus is mainly on the great and powerful figures, microhistory studies concern with ordinary people, small towns, and small groups, and set light to historical causality (Iggers, 2016, pp. 119, 128; Çakmak, 2010, p. 41; Iggers, Wang & Mukherjee, 2013, p. 276). The literary review of this study was carried out through documents and visual materials. Some of the sources, which were written in German, English, and French, were provided physically, and some of them were found in online archives.

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The names of the hotel and its owner were searched in various forms, and many different uses were found as it can be seen throughout this article. In line with the nature of microhistory research, only the period, the person, and the hotel were focused. For these reasons, the aim is to research Hotel Tadia and to shed light on the tourism history of Eskişehir with the help of the documents obtained. Although the primary aim of this study was to write an oral tourism history of Eskişehir, the researcher could not find anybody who witnessed the hotel, and any information for the period after the Turkish War of Independence. All data are obtained from travel guides based on real experiences and from novels.

According to the information gathered, neither the hotel, which began to offer services together with the arrival of the railways, nor Madame Tadia were heard of after the Turkish War of Independence in 1922. The probabilities regarding the fate of Madame Tadia and the hotel are discussed at the end of this study. Many important decisions were taken in this hotel, which had witnessed the war, and the people tried to dust themselves off in this hotel during the war. Madame Tadia preferred to stand by the Turkish people and provided moral and material support. In this sense, Madame Tadia was a notable figure for foreign guests, as well as for domestic guests staying in her hotel and the Turkish people.

2. Eskişehir at the end of 19th century

Turkey's geographical location forms a bridge between Europe and Asia, giving it the role of a transition culture between East and West (Alipour, 1996, p. 369). Located in the North East of Turkey in the Central Anatolia Region, Eskişehir is one of the most popular cities in Turkey with its developed industry and increasing domestic tourism activities. The fact that the city is located on the junction point of the railroads built in 1892 makes it easily accessible. However, train rides now take less time, as technology advances, and overnight stays are not required as in the past. In the Ottoman Empire, Eskişehir was a small town named Sultanönü within the borders of Hüdavendigar province. Many visitors described Eskişehir in the first half of the 19th century as a, 'dead, spiritless and unobtrusive place' (Lindner, 2007, p. 72). Since the city had a fertile meadow and was located on the trade and military routes that had been used since the early ages (Albek, 1991, p. 162), it was planned to go through Eskişehir with the Berlin-Baghdad Railway in 1871, and the city began to gain dynamism with the completion of the railroad in 1892.

Without a doubt, the most important factor that changed the appearance of the city was the arrival of railroads. *Anatolian Railroads Ottoman Company* was established in order to develop Anatolian railroads on October 4, 1889 with a 99-year lease to extend the Haydarpaşa-Izmit line up to Ankara (Albek, 1991, p. 163) and this agreement was signed by Dr. Alfred Kaula on behalf of *Deutsche Bank*, by Zihni Pasha, the Minister of Public Works and Trade, and by the manager of *Württembergische Vereinsbank* on behalf of the German company (Albayrak, 1995, p. 1). Within the frame of this agreement, the railroad from Haydarpaşa to Ankara passed through Eskişehir, and the construction in Eskişehir was completed on June 1892; the remaining part to Ankara was completed in November 27, 1892 (Efe, 2009, p. 50).

When the history of Eskişehir is reviewed, it is observed that healing thermal water springs, meerschäum, emigrations, industrial investments and particularly the railroads brought dynamism to the city. It is understood that all of these factors developed the city by making social and cultural contributions, and that Muslims and non-Muslims used to live in peace in the city.

3. Arrival of Madame Tadia in Eskişehir

The train services between Istanbul and Ankara began in November 1892, and this date also led to the beginning of tourism history in

Eskişehir. In the early years of railroads, the trains used to set off only in the daytime due to some inadequacies and safety reasons. It used to take two days to reach Ankara from Istanbul by train. As the train, which set off from Haydarpaşa early in the morning, used to arrive in Eskişehir in about 12 h, the passengers had to stay overnight in Eskişehir (Efe, 1998, pp. 541–542). Hotel Tadia and some other hotels, inns and bath-houses in town fulfilled the accommodation needs of the passengers. It is observed in travel books that the hotels prior to railroads were as follows: *Osmaniye Hotel* and *Hüsmen Ağa's Hotel* in Köprübaşı, where Ziya (2009) stayed in 1891, and *Hotel International*, where Dernburg (1892) stayed in the same year, and *Hotel Suisse*, which was owned by Swiss Hafner (Meyer's *Reisebücher*, 1902). Von der Goltz (1897, p. 174) wrote that the place called Küçük Han (the Little/Tiny Inn) was *Hotel Stamboul*, frequently mentioned in travel books in later years. Together with Hotel Tadia, Greek hotels '*Xenodochion*', French wine houses '*Dépot de Vins*', Italian boutiques '*Vestiti Pronti*', and German hotels '*Deutsches Gasthaus*' were located on the avenue in the European neighborhood (Baedeker, 1905).

In an article named *The Land of the Anatolian Railway I*, which was published in *The Times* newspaper in December 28, 1904, it was mentioned that a total of 280 Germans and Austrians were working in railway roundhouses in Eskişehir (Kösebay, 2007, pp. 101–102). It is highly likely that Madame Tadia, who arrived in Eskişehir in 1891, was among the group of aforementioned Austrians.

Madame Tadia was an Austrian woman who came from Jungbunzlau city of Bohemia, located in today's Czech Republic, to Eskişehir in 1891 (Von Eisenstein, 1912, p. 94). According to some sources, she was referred to as Aunt Tadeus, Mama Tadia, Madame Tatia, Frau Tadia, Mom/Mother Tadia, Frau Dadia, or Frau Dadian. Jungbunzlau, which is now called Mladá Boleslav, was a city in the Bohemia province of Czech Republic. When the history of the Austrian Empire is examined, it is observed that the empire was confederated with Hungary in 1867 and became the Austro-Hungarian Empire. While it was under the rule of the Austro-Hungarian Empire until 1918, Bohemia Province came under the control of Czechoslovakia. It has been within the borders of the Czech Republic since 1993. Thus, Madame Tadia was mentioned as Hungarian or Czech in some sources, and as Austrian or Viennese in others. Halide Edip Adıvar, one of Turkey's well-known authors, who frequently mentioned Madame Tadia and her hotel in her novels, emphasizes the Czech origins of Madame Tadia with the following statements in her novel named *Ateşten Gömlek* (Translated into English as *The Daughter of Smyrna*):

'We dine here at Tadia's in the evenings. (A Czechoslovakian women, who operates a hotel in Eskişehir. Due to her warm heart and loving nature, this woman named Madame Tadia is also called Mother Tadia or Mama Tadia.)'

Von Dewitz (1915) described Madame Tadia as '*an open-hearted Viennese lady*'. No information was found in the documents related to Madame Tadia regarding her date of birth, why and how she came to Anatolia, and how she decided to establish this hotel. However, a few probabilities come to mind about Madame Tadia. The first option is that her husband was among the Austrians who came to work in railroad construction, that Madame Tadia came to Eskişehir with him, and that later, her husband passed away. Another option is that she might be one of the Austrians who came for meerschäum trade, and yet another is that she came to Eskişehir for one of the above reasons and envisaged the need for a hotel, turning a big house near the station into a hotel. Within the frame of Oral History of Tourism in Turkey Project, the authors went to Madame Tadia's hometown Mladá Boleslav, interviewed with Honza Juřena in Statni Okresni Archive, and sourced church records, which might have contained information about Madame Tadia. However, since the last name of Madame Tadia was unknown, and the handwritings were not legible, the authors could not reach any information in the archives. But according to many secondary resources, it is understood that Madame Tadia was highly capable in the

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