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FIELD OF HISTORY**

**PROGRESSES OF THE CITY AND PORT OF TULCEA
IN THE PERIOD 1878-1948
THESIS ABSTRACT**

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THESIS ABSTRACT
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Keywords: city, port, Tulcea, war, administration, population, education, media, parties, churches, economy, industry, commerce, Danube, tourism.

The thesis deals with a seemingly common and linear case: the evolution of a city and port, at first glance less touched by history and innovation. The notion of progress is sometimes used without much thinking.

In this context, Tulcea is a truly special case, because the historic circumstances provided four milestones that condemned it: consequences of the Russo-Romanian-Turkish war; unfolding and consequences of the First World War, of the Second World War, and the beginning of communist socialism, until the huge transformation following 1947-1948. Tulcea has managed to survive, to live, to develop and to progress, by its honest and useful role in the evolution of modern and contemporary Romania.

What are the factors that favour this process? The natural factor of the location – the very particular position for commerce, considering that it is a port; the relative importance of Tulcea, taking into account that nearby there is Sulina, which importance is truly remarkable; for each period, the city and port have had constants – the port, for instance, did not need huge investments and transformations, such as the case of Constanța.

The few technical interventions and investments reflected rapidly – one way or another; the two fundamental characteristics – of port and commercial city – have remained and manifested positively. Tulcea was not only the centre of an administrative unit, but also a city and a port, with all the functions that come with it.

The permanence of Tulcea comes from the fact that it was a city functioning as commercial centre of economic region; hence, it has benefited from the “eternity” of certain occupations, but also from the administrative qualities of certain personalities who served the interest of the city and of the port, sometimes through their sacrifice.

In this context, the elaboration of the thesis was determined, on one hand, by the wish to write a “monograph” regarding the city port of Tulcea and, on the other, by the desire to get to

know better the history of Dobrudja at the end of the nineteenth century and the beginning of the twentieth century with the information provided by archive documents, less researched or downright neglected. Of course, the lack of a work on this subject was also a motivation.

In the field of *History*, this work can be included in the category of local history studies. The objective of the thesis is to contribute to the knowledge of the general evolution of the city port of Tulcea and to a better insight into aspects related to the traffic activity. The limits of this evolution comprise four important historical events: *the Independence War* (1877-1878); *the First World War* (1914), *the Second World War* (1939) and *the beginning of communist socialism*. All these events produce special changes in the life, activity and development of the city port of Tulcea.

The approach to the theme “*Progresses of the city and port of Tulcea in the period 1878-1948*” proposed – from a methodological perspective – to study, systematize, and interpret the available documentation in order to reconstitute the progresses of the city port within the aforementioned limits; also, to analyze all the literary sources that refer to the history of the city port of Tulcea. I also proposed to analyze archive documents (on categories of situations: number of ships that came in and left from the port, categories of merchandises brought in and out, the amount of merchandises brought in and out per month and per year, country of origin of the merchandises, destination of local merchandises, situation of port workers, infrastructure issues of the port and of the city, economic development, dynamic of the population, cultural and religious life, education and local media).

The contribution of the thesis consists in the analysis of new aspects regarding the situation of the Tulcea port. The purpose was to bring an overall, documented picture of all that comprised the existence of the port, – which have not been explored by historians of Dobrudja so far – as well as to reconstitute the historic path of the city in the period 1878-1948.

I have focused on the following documentary sources: general works, special works, periodicals, central and local media, archive funds.

The general works are important for a better understanding of the port area, in order to outline an image – at both local and national level – on the existence of the city of Tulcea.

The moment of 1878 – concretized by the Independence War and by the union of Dobrudja with the Mother Country – represented an important moment not only for the province per se, but also for its inhabitants. The Romanian historiography dedicated a series of studies to it,

which analyze its evolution from a historical, geographic, economic, and demographic perspective, and where once can find precious information regarding the city of Tulcea.

Not few have been the researchers who have shown a special interest for this province, thus enriching the bibliography on Dobrudja.

Among the important works for the History of Dobrudja, it is worth mentioning the work of Grigore Dănescu¹, published in 1896, which represents – as illustrated by the title – a geographic, statistic, and historical dictionary of the Tulcea County.

In 1904, Captain M. D. Ionescu² wrote maybe the first monograph of Dobrudja, for all those interested in the evolution of this province.

After the 80s – 90s, the researchers' interest for this theme has increased: the work of Professors Iosif Colcer, Viorel Măgureanu³ analyzes the economic situation of the Tulcea County after the year 1878. But maybe the most important work on the history of Dobrudja was elaborated by Professors Adrian Rădulescu and Ion Bitoleanu⁴, which presents the evolution of Dobrudja on historical epochs.

The reference works for the Dobrudja bibliography are “*Studii istorice dobrogene*”⁵ and “*Dobrogea 1878-2008. Orizonturi deschise de mandatul european*”⁶, coordinated by Professor Valentin Ciorbea. They comprise a series of articles on the evolution and transformations occurred in Dobrudja after 1878 and the importance of the province for Romania. Furthermore, Professor Valentin Ciorbea – through his work “*Evoluția Dobrogei între anii 1918-1944*”⁷ – to a better insight into the geopolitical, economic, demographic, social issues of the political and military life, as shown by the title of this important study, which became a guide for younger researchers.

¹ Grigore Dănescu, *Dicționarul Geografic, Statistic și Istoric al Județului Tulcea*, Stabilimentul Grafic I. V. Socecu, Bucharest, 1896.

² M. D. Ionescu, *Dobrogea în pragul veacului al XX-lea, Geografia matematică, fizică, politică, economică și militară*, Atelierele Grafice I.V. Socecu, Bucharest, 1904.

³ Iosif Colcer, Viorel Măgureanu, *File din istoria Dobrogei*, Inspectorate for Culture of the Tulcea County, 1998.

⁴ Adrian Rădulescu, Ion Bitoleanu, *Istoria românilor dintre Dunăre și Marea Neagră. Dobrogea*, Editura Științifică și Enciclopedică, Bucharest, 1979; *Istoria Dobrogei*, Ex Ponto, Constanța, 1998.

⁵ *** *Studii istorice dobrogene*, (coord. Valentin Ciorbea), “Ovidius” University Press, Constanța, 2003.

⁶ *** *Dobrogea 1878-2008. Orizonturi deschise de mandatul european*, (coord. Valentin Ciorbea), Ex Ponto, Constanța, 2008.

⁷ Valentin Ciorbea, *Evoluția Dobrogei între anii 1918-1944*, Ex Ponto, Constanța, 2005.

However, we cannot ignore the book of Professor Lascu Stoica, suggestively entitled “*Mărturii de epocă privind istoria Dobrogei (1878-1947)*”⁸, which contains valuable selections from the Dobrudjan media, useful to reconstitute important moments in the life of this province.

To these one may add numerous studies, such as “*Istoria Românilor*”⁹, “*Enciclopedia României*”¹⁰, “*Enciclopedia de Istorie a României*”¹¹, “*Indicatorul industriei românești*”¹², all of which contribute to a better knowledge of the subject.

Of course, I have to mention “*Călători străini despre Țările Române*”¹³, where there are numerous details on impressions concerning the city-planning of the city of Tulcea, the inhabitants, and those who were in charge of the city’s destiny at the time.

Concerning the special works, unfortunately for the city port of Tulcea, there are not many studies dedicated to it. The most important “*Monografie a orașului Tulcea*” was written in 1928 by T. Voicu, B. Cotovu, P. Constantinescu, where there is a description of the city of Tulcea on all its aspects.

The local researchers V. H. Baumann¹⁴ and Aurel Munteanu¹⁵ analyze the evolution of the city of Tulcea from time immemorial to the modern period, when the city was reconstructed.

Another important work for the history of the city of Tulcea – which helped me see beyond the content of the other studies – is the one elaborated by Valentina Postelnicu¹⁶.

In her work entitled “*Tulcea de altădată*”, she makes an incursion on the streets of Tulcea and she presents in images places, important buildings, street reconstitutions (some of which no longer exist, unfortunately).

Moreover, the painter Constantin Găvenea¹⁷ – in his work “*Amintiri și imagini din Tulcea de odinioară*” – narrates with his heart and soul about the city of former times, with the dances

⁸ Lascu Stoica, *Mărturii de epocă privind istoria Dobrogei (1878-1947)*, vol. I (1878-1916), Biblioteca Tomitană II, MINA Constanța, 1999.

⁹ ****Istoria Românilor*, volume VIII, Editura Enciclopedică, Bucharest, 2003.

¹⁰ ****Enciclopedia României*, volume II, Țara Românească, Imprimeria Națională, Bucharest, 1939.

¹¹ ****Enciclopedia de Istorie a României*, third edition, Meronia, Bucharest, 2000.

¹² ****Indicatorul Industriei Românești*, Bucharest, 1925.

¹³ ****Călători străini despre Țările Române*, vol. VIII, Romanian Academy Publishing House, Bucharest; vol. X, Partea I, Romanian Academy Publishing House, Bucharest, 2000; vol. X, Part II, Romanian Academy Publishing House Bucharest, 2000; ****Călători Străini despre Țările Române în secolul al XIX-lea*, New Series, Vol. I and vol. II, Romanian Academy Publishing House, Bucharest, 2005.

¹⁴ V. H. Baumann, *Schiță privind evoluția istorică a teritoriului actual al municipiului Tulcea*, în “*Steaua Dobrogei*”, V, Nr. 1-4 (17-20), Tulcea, December 2003.

¹⁵ Aurel Munteanu, *Tulcea*, Sport-Turism, Bucharest, 1975.

¹⁶ Valentina Postelnicu, *Tulcea de altădată*, Harvia, Tulcea, 2002.

¹⁷ Constantin Găvenea, *Amintiri și imagini din Tulcea de odinioară*, Școala XXI, Tulcea, 2004.

of the Tulcea neighbourhoods, with its old *braga* sellers and shops, about the windmills standing tall over the crests of Colnicul Hora, about the butcheries of Tulcea, about the centre of the city with its Ansamblu Sub Coloane, which he showed so vividly in his paintings and graphic works.

Another important work – for local bibliography, this time – is “*Ghidul Turistic al județului Tulcea*”¹⁸, elaborated in the year 2011. It shows the tourist potential of the city and of the Tulcea County, because it mentions all the important archaeological, religious and cultural objectives of the area.

Preoccupied by the economic aspects of the city port of Tulcea, the Dobrudjan researchers Gheorghe Dumitrașcu¹⁹, Lascu Stoica²⁰, Valentin Ciorbea²¹ – through their studies – have valorized important archive sources where it is apparent that, from an economic perspective, the city of Tulcea developed on industrial fields.

The researcher Victor H. Baumann²² presents the evolution of city-planning activity in the city of Tulcea; he concludes that, at the end of the nineteenth and the beginning of the twentieth century, a series of establishments and historical monuments (Monument of Independence – 1899 and Monument of Mircea cel Bătrân – 1900-1902) were built.

In “*Buletinul Comunal al Orașului Tulcea*”, I found aspects related to the activity of the mayors of the city of Tulcea in the period 1878-1918, while the research conducted by Victor H. Baumann, Raluca Elena Petrov, Elena Franga²³, Petru Vulcan²⁴ helped me understand the institution of the Prefecture and learn about the life and activity of the Tulcea prefects between the years 1878-1948.

¹⁸ ****Ghid Turistic al județului Tulcea*, Editura Cartografică S. C. Shubert & Franzke S.R.L., Cluj Napoca, 2011.

¹⁹ Gheorghe Dumitrașcu, *Dezvoltarea economică a Dobrogei până la 1878 și problema apariției proletariatului*, in “*Revista de Istorie*”, Tome 31, Issue 6, Academy Publishing House, Bucharest, 1978.

²⁰ Lascu Stoica, *Din istoricul industriei românești interbelice. Principalele componente ale ramurilor de profil din Dobrogea (I-II)*, in “*Pontica*”, XIX-XX, National History and Archaeology Museum Constanța, 1986-1987.

²¹ Valentin Ciorbea, *Aspecte ale situației Dobrogei la sfârșitul primului război mondial*, in “*Anuarul Institutului de Istorie și Arheologie A. D. Xenopol*”, tome XXIV/1, 1987; *Industria Dobrogei între anii 1918-1944*, in “*Profesorul Ilie Grămadă la 70 de ani*”, Al. I. Cuza University, Iași, 1984; *Evoluția Dobrogei între 1918-1944*, Ex-Ponto, Constanța, 2005.

²² Victor H. Baumann, *Schiță privind evoluția istorică a teritoriului actual al municipiului Tulcea*, in “*Steaua Dobrogei*”, Anul V, Issue 1-4 (17-20), December 2003.

²³ Victor H. Baumann, Raluca Elena Petrov, Elena Franga, *Instituția prefectului – Județul Tulcea, trecut și prezent*, Celebris, Constanța, 2012.

²⁴ Petru Vulcan, *Albumul Național al Dobrogei 1866-1877-1906*, Tipografia regală, Piața Palatului Regal, Bucharest, 1906.

Professor Răzvan Limona²⁵ – in his book “*Populația Dobrogei în perioada interbelică*” – analyzes the dynamic of the population of Tulcea County and city.

Concerning education in Tulcea, the book of Professor Mihai Albotă²⁶ (General Inspector of education for forty years) analyzes the situation of education within Tulcea County and city from its beginnings to the year 2007. His analyses were based of archive documents and on the school records preserved at the School County Inspectorate Tulcea. I.C. Atanasiu²⁷, Prof. Virginia Dima, Prof. Aurel Munteanu²⁸, Apostol D. Culea²⁹ contribute each – through their studies – to a better knowledge of the issues of education in Dobrudja and in Tulcea.

The media has represented another important bibliographic source and it has contributed to the elaboration of this paper, by both the central and the local publications, preserved in the collections of the History and Archaeology Museum Tulcea and of the County Library Constanța. Professor Lascu Stoica³⁰ has shown a special interest for the media of the time, and he proved it through his work, which has helped me in the elaboration of the thesis.

Another important work for the historiography of Dobrudja is the one of Dumitru Zamfir and Constantin Georgescu Octavian³¹; they wrote a commented and annotated bibliography of the media in Dobrudja.

The study elaborated by the researcher Petru Zaharia³² on the occasion of “*100 years of media in Tulcea. 1879-1979*” demonstrates the activity and continuity of the Tulcea media.

The Tulcea-native Professors Mihai Marinache and Ioana Marinache³³ wrote the first monograph dedicated to the first newspaper of Dobrudja, entitled “*Steaua Dobrogei*”.

²⁵ Răzvan Limona, *Populația Dobrogei în perioada interbelică*, on-line publishing house Semănătorul, Tulcea, 2009.

²⁶ Mihai Albotă, *Istoria învățământului tulcean de la începuturi până în anul 2007*, Școala XXI Tulcea, 2008.

²⁷ I. C. Atanasiu, *Expunerea privind situația învățământului din județ*, during the session of the Tulcea County Committee, of the year 1909.

²⁸ Virginia Dima, Aurel Munteanu, *Liceul Spiru C. Haret Tulcea 100 ani (1883-1983)*, Sport-Turism, Bucharest, 1983.

²⁹ Apostol D. Culea, *Dobrogea*, Editura Casei Școalelor, Bucharest, 1928.

³⁰ Lascu Stoica, *Mărturii de epocă privind istoria Dobrogei (1878-1947)*, vol. I (1878-1916), Biblioteca Tomitană II, MINA Constanța, 1999; *Presa dobrogeană și idealul unității naționale românești*, in “*Revista muzeelor și monumentelor*”, issues 9-10, Consiliul Culturii și Educației Socialiste, Bucharest, 1989.

³¹ Dumitru Zamfir, Constantin Georgescu Octavian, *Presa dobrogeană. Bibliografie comentată și adnotată*, Constanța, 1985.

³² Petru Zaharia, *100 de ani de presă tulceană. 1879-1979*, Muzeul Delta Dunării, “Peuce” Supplement, Tulcea, 1979.

The articles by Mădălina Lasca³⁴ transpose us in the atmosphere of the city of bygone days and of the entertainment media.

Furthermore, the periodicals “Anuarul Liceului Principele Carol din Tulcea” (school years 1918-1919; 1919-1920 and 1920-1921), “Anuarul Școala secundară Gr. II de Fete Pr. Ileana”, “Anuarul Școala Profesională de Fete Gr. I”, “Anuarul Școalei Normale de Învățători din Tulcea”, “Bulletins of the Chamber of Commerce and Industry Tulcea 1909-1936”, “Official bulletin of the City of Tulcea” mirrored the evolution of Tulcea education, the activity of trades and credit institutions, aspects on the health of the population, the administrative activity of the city hall and prefecture.

I have also studied the impressions of foreign travellers, who had the chance to stop – even for a short period – on these realms. Corroborated with archive sources, they become an important source of information for the researchers and they provide a real view on the evolution of the city port of Tulcea in the modern and contemporary period.

Whoever wishes to go through the documents preserved in various files (“Funds of the Captainship of the Tulcea port”, “Prefecture of Tulcea – Administrative Service”, “Tulcea Customs”, “Court of the Tulcea County”, “Tulcea City Hall – Administrative Service, Technical Service”, “Fund of Tulcea Agrarian Counsel”, Fund of the Romanian Communist Party – Tulcea County Committee (preserved in the files of the Tulcea County Service of National Archives) and “Fund of the General Administrative Inspectorate Constanța” (preserved in the files of the Constanța County Service of National Archives) – will be surprised to learn of the intense activity of the port. Furthermore, among other surprising aspects, I mention the economic activity of the city, aspects on the administrative activity, information regarding the educational and learning activity, aspects on the population of the city and of the Tulcea County, the situation of places of worship, the plans and activity reports elaborated by the county prefects, as well as the activity of the political parties – the local branches.

All the archive sources show that the city port of Tulcea has continued to develop, by overcoming the difficulties and losses caused by the local and national historical events.

³³ Mihai Marinache, Ioana Marinache, <<Steaua Dobrogei>> Încercare de reconstituire monografică, Harvia, Tulcea, 2007.

³⁴ Mădălina Lasca, *Hai să râdem! Debutul presei de divertisment la Tulcea*, in “Tulcea 1878-1948: memoria unui oraș”, Istros, Brăila, 2012.

The thesis is structured into five chapters: the first – entitled “*The city port of Tulcea in the period 1878-1918*” – comprises two subchapters: *Evolution of the city of Tulcea from time immemorial to 1878* and *The city of Tulcea after the union between Dobrudja and Romania until the end of the First World War*.

The first subchapter treats the geographical and historical conditions and the economic situation of the city port of Tulcea until 1878, the passage from ancient Aegyssus to the city of Tulcea, the commercial exchanges between the Greeks, the Romans and the native population – and later the Getians, as well as the Turks’ interest for this area.

The work *Marele Dicționar Geografic al României*³⁵ helped me with the geographical framing and with more knowledge on the economic potential of the Tulcea County.

Furthermore, the books of the researchers Gheorghe Mănucu-Adameșteanu³⁶, V. H. Baumann³⁷, Aurora Corhan³⁸ underline that an important role in the development of the city was played by the Getians’ economic relations with the Greek cities on the western coast of the Black Sea. The same books show that – in the transit commerce that took place in the area of the Danube mouths – Tulcea was definitely an important centre.

For this chapter, the significant works are the papers signed by M. M. Alexandrescu Dersca Bulgarul³⁹, Constantin Șerban, Viorica Șerban⁴⁰. The researchers analyze aspects regarding the economic life and the political and military role in the area of northern Dobrudja in the sixteenth-nineteenth centuries.

However, we also have to mention the notes of foreign travellers, who left testimonies regarding the city of Tulcea. Hence, there are the words of Georg Lauterer⁴¹ (1745-1784), who describes the city of Tulcea as “*a rather big locality, with a four-tower city...*” General

³⁵ *** *Marele Dicționar Geografic al României*, vol. V, Stabilimentul I. V. Socecu, Bucharest, 1902.

³⁶ Gheorghe Mănucu-Adameșteanu, *Raport final asupra locuirii medievale timpurii de la Aegyssus - Tulcea (sec. X-XV)*, in “*Peuce*”, XI, Tulcea, 1995.

³⁷ V. H. Baumann, *Noi mărturii istorice dintr-un sondaj arheologic*, in “*Peuce*”, IV, Tulcea, 1976.

³⁸ Aurora Corhan, *De la Aegyssus la Tulcea*, in “Brătescu. Buletin de informație și cultură geografică. Studii, Cercetări, Comunicări”, Year 1, Issue 1, printed by S.C. Tipo-Media S.R.L., Tulcea, December 2005.

³⁹ M. M. Alexandrescu Dersca Bulgarul, *Aspecte ale vieții economice din porturile și schelele Dobrogei în secolele XV-XVII*, in “*Peuce*”, VI, Tulcea, 1977.

⁴⁰ Constantin Șerban, Viorica Șerban, *Rolul economic și politico-militar al orașelor din Dobrogea de Nord în secolele XVI- XVIII*, in “*Peuce II*”, Tulcea, 1971.

⁴¹ *** *Călători străini despre Țările Române*, Volume X, Part I, Romanian Academy Publishing House, Bucharest, 2000.

Alexandre De Langeron⁴² describes the city as “a very large city, very appealing, very rich, built on the right bank of the Danube”. F. F. Berg⁴³ describes the cities on the right bank of the Danube in the year 1826.

The work written by Dan Ghinea⁴⁴ emphasizes on the archaeological campaigns executed on the territory of the city of Tulcea starting with the year 1974; these campaigns attest that Tulcea is among the oldest urban localities in the country.

From the works written by Grigore Gr. Dănescu⁴⁵, Gheorghe Dumitrașcu⁴⁶, as well as from the *Bulletins of the Chamber of Commerce and Industry Tulcea*, we understand the state of the city's economy in the period after 1878 and until the outbreak of the First World War.

Tulcea was one of the main export points for the Orient, especially for Turkey, and the presence of foreign consulates attests the interest of other countries – such as Austria, Greece, France, England, the United States, Italy, Holland – for local products and the conservation of commercial relations.

Subchapter 2 – entitled *The city of Tulcea after the union between Dobrudja and Romania until the end of the First World War* – treats the administrative situation, the activity of the administration of the city of Tulcea in the period 1878-1918, the dynamic of the population, city-planning aspects, the economic development of the city, the agriculture, pisciculture, industry, trade, education, cultural and religious life, media of Tulcea.

We cannot talk about a complete history of the city of Tulcea without mentioning the most important moment in its existence, represented by the regaining of Dobrudja by the Romanians, after centuries apart. “Dobrudja is for us not only a new province, but a new way toward prosperity and enrichment”, as the media stated at the time⁴⁷.

The 1878 moment – the most important moment in the history of Dobrudja and in the life of its inhabitants – was analyzed by historians of Dobrudja, such as Adrian Rădulescu,

⁴² ****Călători străini despre Țările Române*, Volume X, Part II, Romanian Academy Publishing House, Bucharest, 2000.

⁴³ ****Călători străini despre Țările Române în secolul al XIX-lea*, New Series, Volume I, Romanian Academy Publishing House, Bucharest, 2004.

⁴⁴ Dan Ghinea, *Enciclopedia Geografică a României*, third edition revised and annotated, Editura Enciclopedică, Bucharest, 2002.

⁴⁵ Grigore Gr. Dănescu, *Dicționarul Geografic, Statistic și istoric al Județului Tulcea*, Stabilimentul I. V. Socec, Bucharest, 1896.

⁴⁶ Gheorghe Dumitrașcu, *Dezvoltarea economică a Dobrogei până la 1878 și problema apariției proletariatului*, in “*Revista de istorie*”, Tome 31, Issue 6, Academy Publishing House, 1878.

⁴⁷ “Românul”, XXII, f. 4, 5 September 1978, in Lascu Stoica, “*Mărturii de epocă privind istoria Dobrogei 1878-1947*”, Volume I (1878-1916), Biblioteca Tomitana, MINA Constanța, 2000.

Ion Bitoleanu⁴⁸, Marian Cojoc⁴⁹, Lascu Stoica⁵⁰, Gheorghe Dumitrașcu, Lavinia Dacia Gheorghe⁵¹, Andreea Atanasiu⁵².

The evolution of the population in Dobrudja has depended on certain factors, such as economic, social and political organization of the society. There is information regarding the evolution of the population of the city of Tulcea in the reports elaborated by the prefects of the city, in the statistics done during the national censuses, in the reports solicited by local authorities on various occasions and preserved in archive documents.

The economy of the city of Tulcea had developed slowly, mostly because of the lack of railways. Fishing has been one of the main occupations of the Romanians. The Danube and all the waters of the country produced huge amounts of fish, much more than other streams in Europe. Fish has always been the basic food of the country's population and it has brought significant incomes to the State. After agriculture, fisheries occupied an important role in national production, with over 40 million lei annually, followed by forests, salt, earth oil.

Grigore Antipa⁵³ published studies where he presented the situation of fisheries and fish storages, as well as fish exploitation in the Danube Delta. He proposed measures meant, on one hand, to improve the life quality and the activity of fishermen and, on the other, to prevent the extinction of fish species, because fishing was rather chaotic and the prohibition periods were not respected.

Regarding the industry of the city and of the county, it was represented by small factories of flour, oil or timber, by woollen mills, cloth factories, cheese shops, lime burners,

⁴⁸ *Ibidem*.

⁴⁹ Marian Cojoc, *Dobrogea în rapoartele diplomației europene. Considerații geostrategice (1877-1879)*, in Yearbook of the Museum of Romanian Military Marine, Tome II, 1999, Editura Campaniei naționale Administrația Porturilor Maritime Constanța SA, Constanța, 2000.

⁵⁰ Lascu Stoica, *Mărturii de epocă privind istoria Dobrogei 1878-1947*, Biblioteca Tomitana, MINA Constanța, 2000.

⁵¹ Gheorghe Dumitrașcu, Lavinia Dacia Gheorghe, *Trei documente privind situația Dobrogei la 1878*, in "Dobrogea 1878-2008. Orizonturi deschise de mandatul european", (coord. Valentin Ciorbea), Ex Ponto, Constanța, 2008.

⁵² Andreea Atanasiu, *Dobrogea sub administrația otomană. Constanța și Tulcea – studiu de caz*, in "Dobrogea 1878-2008. Orizonturi deschise de mandatul european", (coord. Valentin Ciorbea), Ex Ponto, Constanța, 2008.

⁵³ Grigore Antipa, *Studii asupra pescăriilor din România*, Imprimeria Statului, Bucharest, 1895, p. 32-39; www.dacoromanica.ro/ accessed on 17.01.2014; *Exploatarea în regie a pescăriilor statului*, Imprimeria Statului, Bucharest, 1905, p. 26; www.dacoromanica.ro / accessed on 17.01.2014; *Pescăriile statului din Tulcea*, Imprimeriile Independența, Bucharest, 1911, p. 1-10; www.dacoromanica.ro/ accessed on 17.01.2014.

fish and caviar conservation stores for export. The exploitation of quarries also developed; the quarries were rich in exceptional materials.

An important source of information and understanding of the evolution of the city from an economic perspective was represented by the archive documents preserved within the local archive of the city of Tulcea.

In this context, I found out that in 1900, the city of Tulcea had 5,900 houses, 35 hovels, 10 inns (3–4 of which were gathered at the beginning of the Mahmudia street, in the Bulgarian neighbourhood. The building of one of them – that also functioned as a post office for a while – existed until 1963 near Piața Veche); 71 stores, 54 wind mills and 165 wells completed the city hall's inventory. But that was not all: various workshops formed the industry of the city. There were pottery workshops, five brick patrons with six tenders, five forging shops. The renowned wagons of which I. Ionescu de la Brad said they did not have one metal nail were executed in 28 workshops⁵⁴.

The cultural and religious life of the city of Tulcea was marked by the support of numerous societies, associations and cultural centres founded by the intellectuality of the city; they contributed to the dissemination of culture among the urban and rural population.

The study of Professor Răzvan Limona shows that in Tulcea there was a “*Cultural League*” and the “*Society for Women Empowerment*”; we must also add the contributions brought by the Jewish and Greek communities, which organized feasts and balls for the benefit of the Church or of students⁵⁵.

Valentina Postelnicu states that “*the societies of Tulcea activated either independently, with or without status, or as branches of national societies*”⁵⁶.

After 1918, data on such cultural associations and societies are conserved in the Archive of the city of Tulcea, “*Funds of the Prefecture of the Tulcea County*”, “*Fund of the Court of Tulcea*”.

There is not much information on the way old churches and the first Romanian schools before 1877 looked like, but the few existing pieces of information are found in the book

⁵⁴ National Archives, Tulcea County Directorate, *Fund of the Prefecture of the Tulcea County, administrative*, file 887 /1939, f. 1 – 10.

⁵⁵ Răzvan Limona, *op. cit.*, p. 139.

⁵⁶ Valentina Postelnicu, *Societăți, Asociații, Cercuri Culturale Tulcene în perioada 1918-1944*, in “*Steaua Dobrogei*”, Issue 1, March 1999.

“Dobrogea” written by the scholar Apostol D. Culea; he describes aspects on the activity of the school and the Church before 1877.

In the period 1878-1916, on the entire Dobrudjan territory, many newspapers were founded; most of them were published in the city of Tulcea. Among them, it is worth noting the following:

- “România Trans-Dunăreană” (31 August 1880 – May 1881) is one of the first newspapers in Dobrudja.

- “Ecoul Dobrogei” (6 May 1882 – 1 September 1884, 15 August 1910 – 28 July 1916) weekly publication in the first part of its existence; after 1910, it became an independent body of Dobrudja’s interests.

- “Delta” (February 1885) was printed weekly at the Romanian Press – Tulcea.

- “Dunărea de Jos” (22 December 1884-26 April 1898) publication issued irregularly. In the article-program of the first issue, the purpose of the newspaper was stated, by underlining the following: *“We do not write for the sake of writing, but because we feel the need of raising up the good – wherever it may be – and of hitting the evil so effectively in a province where liberal institutions like those of the mother country have been founded a few years ago only”*.

- “Gazeta Tulcei” (26 September 1889 – April 1890) appeared once a week. In 1905 it was re-issued as a conservative newspaper. Among the columns dedicated to the city of Tulcea, I mention as follows: city-planning issues, water, agrarian issues, incomes of R.M.S., incomes of C.E.D., modernization of Tulcea, theatrical information, notes and impressions.

- “Deșteptarea Dobrogei” (9 November 1892 – August 1893) proposed to contribute to the population’s education process, to fight for their political rights¹²⁰.

- “Patria” (20 January – 20 March 1898) treated local and economic issues, population, the cults.

- “Santinela” (8 March 1898) declared to be an independent newspaper; it only had one issue, which was written against the prefect of the Tulcea County, Ioan Nenițescu.

¹²⁰ Dumitru Constantin-Zamfir, Octavian Georgescu, *Presa Dobrogeană (1879-1980). Bibliografie Comentată și Adnotată*, Constanța, 1985, p. 112-283.

- “Curierul Dobrogei” (January – September 1905) published local information and articles on important issues of the Tulcea County, such as the development of the Delta, the Tulcea-Constanța railway, the popular banks, the land-granting for peasants.

- “Dobrogea Nouă” (6 October 1907 – 15 July 1908) called itself independent newspaper of Dobrudja’s interests. It treated Dobrudja-specific issues, which included: *“much space to political, economic and administrative issues”, as well as “special columns for the working class, which will have the best support in us”*.

- “Independența Dobrogei” (18 May – 30 June 1908) independent body, declares as purpose supporting the interests of Dobrudja.

- “Ecoul Tulcei” (1908-1909); 52 issues appeared. Subjects: politics, economy, commerce, finances, industry, agriculture.

- “Independența” (19 February 1912 – 20 November 1913). 25 issues appeared. Periodical with national-liberal views, it criticized the conservative administration of Tulcea, the mayor Ștefan Borș and the coalition Calafeteanu-Lichiardopol¹²¹.

Not all news bulletins, situation expositions, official or scientific gazettes had a long existence. Among the gazettes of the time, the ones with longer existence were as follows:

- “Steaua Dobrogei” (22 June 1879 – February 1891). It claimed to be a “paper serving local interests”.

- “Dobrogea” (16 November 1900 – 26 October 1906) – weekly. Periodical of liberal orientation, it criticized the conservative administration of Tulcea and it supported the issue of multiplying the political rights and of commerce development in Dobrudja.

- “Dobrogea Liberală” (24 December 1905 – 14 March 1910). National-liberal body. It criticized the conservative administration and it supported the need of multiplying the political rights.

- “Farul” (23 November 1914 – 20 February 1923) – weekly. It criticized the administration of Tulcea. It comprised a music and theatre column, as well as columns such as: *People and facts, Letter box, Bulletin of the Merchants’ Council, The Danube Delta, Information, Artistic, Literary novelties*.

¹²¹ *Ibidem*.

- "Istrul" (11 January 1898 – 22 February 1901), with the subtitle "Political, financial newspaper. Scientific and literary", manager-owner Ion Răsvan, printed at the "Schenck" Press in Galați. Motto: "Unity gives strength"¹²².

The second chapter of the thesis – "*Progresses of the city port of Tulcea in the years 1919-1939*" – comprises the subchapter *The city port of Tulcea in the period 1919-1939*. It treats the *administrative organization of the city in the interwar period, the population of the city of Tulcea in the years 1919-1939, the administration of the city of Tulcea in the period 1919-1939, the activity of the political parties, Tulcea branch, in the interwar period*.

Traian Brătianu⁵⁷, Raymond Netzhammer⁵⁸ were preoccupied by the administrative organization of the city of Tulcea after the First World War; they analyzed the situation of the city, the losses and damage of the war and the return of the local population locale.

In *Monografia orașului Tulcea*, elaborated in 1928 by T. Voicu, B. Cotovu, P. Constantinescu, we can find an overall presentation of the city after the First World War.

The archive sources in *the Fund of the Tulcea County Prefecture, the Fund of the Tulcea City Hall* have helped me determine the increases and decreases in the number of inhabitants, the number of family heads, the religions and professions, the ethnic groups to which the inhabitants of the city of Tulcea belonged.

For the mayors and prefects of the city of Tulcea in the period 1919-1939, I consulted again the works also mentioned in the first chapter, to which I added the list of mayors published by Traian Brătianu in his book "*Politică și Societate în Dobrogea*".

Concerning the activity of the political parties in interwar Tulcea, Professor Valentin Ciorbea – in *Evoluția Dobrogei 1918-1944* – analyzes the activity of the political organizations of Dobrudja, including the activity of those in Tulcea.

Another important source is represented by the local media: "Lupta" (national-liberal body, Tulcea), "Dobrogea Jună", "Înainte" (Tulcea), "Țăranul Dobrogean" (Tulcea).

The book of Professors Adrian Rădulescu and Ion Bitoleanu⁵⁹ presents the evolution and activity of the political parties of Dobrudja. Gheorghe Dumitrașcu⁶⁰ presents the activity of the county organizations in Tulcea and Constanța of the Radical Peasants' Party.

¹²² *Ibidem*.

⁵⁷ Traian Brătianu, *Politică și Societate în Dobrogea*, Constanța, Editura Fundației Andrei Șaguna, 2010.

⁵⁸ Raymond Netzhammer, *Arhiepiscop în România*, Buzău, Atelierul Tipografic Catolic, 1994.

⁵⁹ Adrian Rădulescu, Ion Bitoleanu, *Istoria Dobrogei*, Constanța, Ex Ponto, 1998.

Professor Stoica Lascu⁶¹ presents – through media articles – a documentary that highlights aspects regarding politics and politicians, members of the political parties, Tulcea branch.

Subchapter 2 – *Economic development of the city of Tulcea on industrial fields* – includes as follows: *pisciculture, commerce, fairs and marts, credit institutions, agriculture, animal breeding, manufacturing sub-branches – textile sub-branch, sub-branch of skin processing, sub-branch of wood processing, sub-branch of chemical products processing, sub-branch of pottery and construction materials processing, sub-branch of raw materials processing, milling sub-branch, bread-making and pasta sub-branch, mineral waters, presses, cultural and educational institutions, school periodicals, print media.*

For the issues treated in this subchapter, I used the articles written by the researchers from Dobrudja Lascu Stoica⁶², Octav O. Șeitan,⁶³ who analyze the economic evolution of the city of Tulcea, by structuring industry on industrial fields.

The second volume of “*Enciclopedia României*”, “*Monografia Camerei de Comerț și Industrie Tulcea*”, “*Buletinele Camerei de Comerț și Industrie Tulcea*”, all the documents preserved in the Tulcea archives and analyzed in those articles made me understand better the impact of the port on the economy of the city of Tulcea.

Virginia Dima, Aurel Munteanu⁶⁴, Valentina Postelnicu⁶⁵, Dumitra Mîndru⁶⁶, Nistor Bardu⁶⁷, Gh. Stanciu⁶⁸ published papers regarding the cultural and education institutions, which functioned in the city of Tulcea.

⁶⁰ Gheorghe Dumitrașcu, *Contribuții la istoria Dobrogei (1932-1938). Organizațiile județene Tulcea și Constanța ale Partidului Țărănist Radical*, in “Comunicări de Istorie a Dobrogei 2”, Constanța, National History and Archaeology Museum Constanța, 1983.

⁶¹ Lascu Stoica, *Politica și politicienii la Tulcea în perioada modernă. Documentar*, in “*Tulcea 1878-1948: memoria unui oraș*”, Brăila, Istros, 2012; *Contribuții la cunoașterea mișcării muncitorești dobrogene. Aspecte ale activității organizațiilor Social-Democrate în Perioada Interbelică*, in “Comunicări de Istorie a Dobrogei 2”, National History and Archaeology Museum Constanța, Constanța, 1983.

⁶² Lascu Stoica, *Din istoricul industriei românești interbelice. Principalele componente ale ramurilor de profil din Dobrogea (I-II)*, in “*Pontica*”, XIX – XX, Constanța, MINA Constanța, 1986-1987.

⁶³ Octav O. Șeitan, *Date statistice: (1928-1931), județul Constanța, Caliacra, Durostor și Tulcea*, Tipografia lucrătorilor asociați, Constanța.

⁶⁴ Virginia Dima, Aurel Munteanu, *Liceul Spiru C. Haret Tulcea 100 ani (1883-1983)*, Bucharest, Sport-Turism, 1983.

⁶⁵ Valentina Postelnicu, *Societăți, Asociații, Cercuri Culturale Tulcea în perioada 1918-1944*, in “*Steaua Dobrogei*”, Issue 1, March 1999.

⁶⁶ Dumitra Mîndru, *Preocupări Culturale în Publicații Dobrogene din Perioada Interbelică*, in “Comunicări de Istorie 2”, Constanța, MINA Constanța, 1983.

⁶⁷ Nistor Bardu, *Din istoria învățământului dobrogean. Învățământul profesional în perioada interbelică*, în “*Colegiul Pedagogic Constantin Brătescu. Valori ale civilizației românești în Dobrogea*”, Constanța, 1993.

The most important preoccupations of the teaching staff and not only were to restore the school buildings, to solve the issue of teaching materials, to bring children back to school and to instruct them.

Archive documents mention for the city of Tulcea cultural institutions, represented by various associations and societies in the field: “*Scientific and literary society Barbu Delavrancea*”, “*Cultural association Dobrudja*”, “*Cultural league*”- Tulcea branch, “*Association Cultural Tulcea*”, “*Armonia Cultural Society*”, “*Student Circle of Tulcea*”. The existence in the city of various cultural associations and of a community centre represented a benefit for the population of the city, as they had various ways of spending leisure.

Chapter III of the thesis – *The city port of Tulcea in the years 1940-1948* – comprises the subchapters *administration of the city of Tulcea in the period 1940-1948*, *city-planning activity of Tulcea after the year 1940*, *health institution, situation of the founded, liquidated, or nationalized industrial companies, Tulcea – tourist city*.

Marian Cojoc⁶⁹, Constantin Găvenea⁷⁰, Alexandrina Cuțui⁷¹, Lavinia Vizauer⁷², Valentina Postelnicu⁷³ use their articles to show the image of the city of Tulcea from an administrative and economic perspective, regarding the situation of monuments in Tulcea, of the places of worship and, not least, on the possibilities on spending the leisure in the aforementioned period.

Concerning the city-planning activity of Tulcea after the year 1940, the health institution, the situation of the founded, liquidated, or nationalized industrial companies, a special contribution was brought by the archive documents preserved in the *Fund of the Chamber of Commerce and Industry Tulcea*, the *Fund of the Tulcea County Prefecture*, the *Fund of the Romanian Communist Party – Tulcea County Committee*.

⁶⁸ Gh. Stanciu, *Școala și doctrinele pedagogice în secolul XX*, Bucharest, Editura Didactică și Pedagogică, 1995.

⁶⁹ Marian Cojoc, *De la reforma agrară la colectivizarea forțată (1945-1957)*, Constanța, Editura Muntenia&Leda, 2001. Idem, *Repere economico-sociale în Dobrogea primelor decenii postbelice*, in “*Studii Istorice Dobrogene*”, Ovidius University Press, Constanța, 2003.

⁷⁰ Cosntantin Găvenea, *Amintiri și imagini din Tulcea de odinioară*, Școala XXI, Tulcea, 2004.

⁷¹ Alexandrina Cuțui, *Catedrala Sf. Nicolae din Tulcea - mărturii istorice*, in “*Tulcea 1878-1948: memoria unui oraș*”, Istros Brăila, 2012.

⁷² Lavinia Vizauer, *Recuperarea memoriei orașului Tulcea prin documente de arhivă și imagini – vechi și noi*, in “*Tulcea 1878-1948: memoria unui oraș*”, Istros Brăila, 2012.

⁷³ Valentina Postelnicu, *Monumentele eroilor tulcenii*, Harvia, Tulcea, 2003.

Chapter IV of the thesis – *The evolution of the Tulcea port in the period 1878-1939* – which includes the subchapters *Navigation regime on the Danube in the period 1878-1939*; *Activity of the European Danube Commission in the area of the Tulcea port*; *Situation of the Tulcea port in the period 1878-1918*; and *Traffic and fluvial motion in the Tulcea port in the years 1919 –1939* – is dedicated strictly to port activity.

There are preoccupations regarding the situation and activity of the Tulcea port in the articles signed by Georgeta Borandă⁷⁴, which create an overall image of what the existence of the port meant for the city.

The author – when analyzing the situation of the Tulcea port from its beginnings until present time – states that “*the Tulcea port is the largest in northern Dobrudja; like many other Romanian ports to the Danube and the sea, it is based on a long historical past bound to the traditions lost in the mist of times*”⁷⁵.

Professor Constantin Ardeleanu⁷⁶ analyzes external commerce and navigation to the Lower Danube and he presents statistical data regarding the commercial activity and the role of the Tulcea port in the external commerce of modern Romania.

He believes that “*the essence of the port is to facilitate exchange; hence, the product exchange that it enables – its external commerce, first of all – represents the basic indicator of the absolute and relative value of a city port of in the economy of the region or of the State in question*”⁷⁷.

The historiography concerning the Danube and the navigation regime on the Danube became significantly richer after 1918.

More and more historians underlined the importance of Danube for Romania, but mostly for Dobrudja, by clarifying and establishing the historical truth concerning the treaties between Romania and the Great Powers, directly interested by the navigation regime on the Danube, by describing the diplomatic struggles for supremacy in the area.

⁷⁴ Georgeta Borandă, *Porturi Dobrogene. Scurt istoric*, in “*Analele Dobrogei*”, New Series, Year III, Issue 1, Ex Ponto, Constanța, 2005.

⁷⁵ Georgeta Borandă, *Porturi Dobrogene: Scurt istoric*, în “*Analele Dobrogei*”, New Series, Year III, Issue 1, Ex Ponto, Constanța, 2005.

⁷⁶ Constantin Ardeleanu, *Rolul portului Tulcea în comerțul exterior al României moderne (1878-1914)*, in “*Tulcea 1878-1948: memoria unui oraș*”, Istros, Brăila, 2012; *Comerțul exterior și navigația la Dunărea de Jos. Serii Statistice (1881-1900)*, Europolis, Galați, 2008; *Comerțul exterior și navigația prin Gurile Dunării. Serii Statistice (1901-1914)*, Galați University Press, 2008.

⁷⁷ Constantin Ardeleanu, *Rolul portului Tulcea în comerțul exterior al României moderne (1878-1914)*, in “*Tulcea 1878-1948: memoria unui oraș*”, Istros, Brăila, 2012.

Among them, I mention Ion Giurcă⁷⁸, Constantin C. Giurescu⁷⁹, E. P. Botez (Jan Bart) – who considered the Danube Mouths “*The Gate of Central Europe*” and that “*whoever holds the key of this ‘gate’ will be able to dominate the area*”⁸⁰.

The same theme was approached by others, such as C.I. Baicoianu⁸¹, Paul Gogeanu⁸², Maria Petru, Marian Sârbu⁸³, P. Manolescu⁸⁴, N. Dașcoviciu⁸⁵, Marian Cojoc⁸⁶, Ion Aurel⁸⁷, Constantin Hlihor⁸⁸, Ștefan Stanciu⁸⁹, Arthur Tuluș⁹⁰, Lt. M. Drăghicescu⁹¹, M.D. Ionescu⁹², Andreea Atanasiu⁹³, Luca Ionescu⁹⁴ and I. Colcer, V. Măgureanu⁹⁵, L. Băbulescu, Gh. Canja, E. Galser⁹⁶ or Dimitrie S. Nenițescu⁹⁷.

⁷⁸ Ion, Giurcă, *Dunărea în geopolitica puterilor europene în epoca modernă*, in “*Anuarul Marinei Militare*”, Tome IV, Editura Companiei Naționale Administrația Porturilor Maritime Constanța SA, Constanța, 2001.

⁷⁹ Constantin C. Giurescu, *Formarea poporului român*, Scrisul Românesc, Craiova, 1973.

⁸⁰ Jean Bart, *Cum se dezleagă cheștiunea Dunării?*, Chișinău, 1918.

⁸¹ C. I. Baicoianu, *Dunărea privire istorică economică și politică*, Tipografia Eminescu Institutul de Arte Grafice, Bucharest, 1915, p. 23-25; www.dacoromanica.ro / accessed on 17.02.2014.

⁸² Paul Gogeanu, *Dunărea în relațiile internaționale*, Editura Științifică, Bucharest, 1970.

⁸³ Maria Petru, Marian Sârbu, *Considerații privind restabilirea suveranității statelor riverane Dunării în urma Aranjamentului suplimentar de la Sinaia (august 1938) și a Acordului suplimentar de la Bucharest (1939)*, in “*Anuarul Muzeului Marinei Române*”, Tome II, Editura Companiei Naționale Maritime Constanța SA, Constanța, 1999.

⁸⁴ P. Manolescu, *Istoricul reglementărilor navigațiunii pe Dunăre*, Bucharest, 1941.

⁸⁵ N. Dașcoviciu, *Regimul Dunării și al strâmtorilor în ultimele două decenii*, Iași, Tipografia Al. Terek, 1943.

⁸⁶ Marian Cojoc, *Repere cu semnificație geostrategică în ținutul românesc dintre Dunăre și mare după al doilea război mondial*, in “*Anuarul Muzeului Marinei Române*”, Tome IV, Editura Companiei Naționale Maritime Constanța SA, Constanța, 2001.

⁸⁷ Ion Aurel, *Politica Uniunii Sovietice la Dunărea maritimă în timpul Conferinței de la Bucharest (21 octombrie – 21 December 1940)*, in “*Anuarul Muzeului Marinei Române*”, Tome II, Editura Companiei Naționale Maritime Constanța SA, Constanța, 1999.

⁸⁸ Constantin Hlihor, *Armata Roșie în România. Adversar – Aliat – Ocupant, 1940 – 1948*, vol. I, Editura Academiei de Înalte Studii Militare, Bucharest, 1996.

⁸⁹ Ștefan Stanciu, *România și Comisia Europeană a Dunării. Diplomatie. Suveranitate. Cooperare Internațională*, PAX AURA MUNDI, Galați, 2002.

⁹⁰ Arthur Tuluș, *Problema Dunării la Conferința de la Paris și în perioada imediat următoare*, in “*Analele Universității Dunărea de Jos Galați*”, Series 19, History, Tome VII, Galați, 2008; Idem, *Cereri și intenții interbelice de aderare ale unor state la Comisia Europeană a Dunării*, in “*Analele Universității Dunărea de Jos Galați*”, Series 19, History, Tome VIII, Galați, 2009.

⁹¹ Lt. M. Drăghicescu, *Istoricul principalelor puncte pe Dunăre de la Gura Tisei până la mare și pe coastele mării de la Varna la Odessa*, Bucharest, 1943.

⁹² M.D. Ionescu, *Dobrogea în pragul veacului al XX-lea*, Atelierele Grafice I.V. Socecu, Bucharest, 1904.

⁹³ Andreea Atanasiu, *Dobrogea sub administrație otomană. Constanța și Tulcea – Studiu de caz*, in “*Dobrogea 1878-2008. Orizonturi Deschise de Mandatul European*”, (coord. Valentin Ciorbea), Ex Ponto, Constanța, 2008.

⁹⁴ Luca Ionescu, *Județul Tulcea – Dare de seamă prezentată Consiliului Județean*, Bucharest, 1904.

⁹⁵ I. Colcer, V. Măgureanu, *op. cit.*; apud M.D. Ionescu, *Dobrogea în pragul al XX-lea. Geografia matematică, Fizică, Politică, Economică și Militară*, Bucharest, Atelierele Grafice I.V. Socecu, 1904.

⁹⁶ L. Băbulescu, Gh. Canja, E. Galser, *Contribuții la studiul istoriei regimului internațional de navigație pe Dunăre*, Editura Științifică, Bucharest, 1957.

⁹⁷ Dimitrie S. Nenițescu, *Dunărea și Dreptul Internațional Public*, Tipografia lucrătorilor asociați Marinescu și Șerban, Bucharest, 1903, p. 10-28; www.dacoromanica.ro/ accessed on 18.02.2014.

The work entitled “*La Commission Européenne du Danube et son Œuvre De 1856 à 1931*”⁹⁸ presents the activity *European Danube Commission* since its foundation in 1856 until the year 1931.

In the book “*A Biography Of Sir Charles Hartley, Civil Engineer (1825-1915)*”⁹⁹ there are aspects related to the life of engineer Charles Hartley, surnamed *the Father of the Danube*, and mostly concerning his activity at the Danube mouths.

Constantin Bondar, Virginia Dima, Eugenia Iacovici Lungu – in their monograph dedicated to Sulina – analyze the issues of the Tulcea port¹⁰⁰.

Preoccupied by the situation of communication ways (road and fluvial), Professors Valentin Ciorbea and Constantin Ardeleanu studied this theme; they show the precarious situation of the Tulcea County from this perspective.

Constantin Ardeleanu concludes that the city of Tulcea: “*had served, on the Danube, as intermediary point in the path of the ships from – Brăila – Galați – Sulina, but in the last decades of the nineteenth century, navigation with steamships emerged, and most ships did not stop at Tulcea anymore*”¹⁰¹.

Besides these shortcomings, there was another one concerning the navigation on the Danube: it was officially closed from 15 November to 1 March every year.

Constantin A. Cristofor – in his book “*Monografia Județului Tulcea*”, written in 1938 – completes the information on the activity of the Tulcea port, where he presents the situation of merchandises that passed through the Tulcea port in the period 1930-1936¹⁰².

To these books, I have to add “*Bulletins of the Chamber of Commerce and Industry Tulcea*”, as well as all the documents within archive funds that present minutely the motions in the Tulcea port in the period in question¹⁰³.

Concerning the archive sources, it must be stated that – for the period 1878-1897 – they are absent; for this reason, I could only consult the few studies that approached this theme.

⁹⁸ *** *La Commission Européenne du Danube et son Œuvre De 1856 à 1931*, Imprimerie Nationale, Paris, 1931.

⁹⁹ *** *Hartley. A Biography Of Sir Charles Hartley, Civil Engineer (1825-1915). The Father of the Danube*, Volume one and two, The Edwin Mellen Press, 1989.

¹⁰⁰ Constantin Bondar, Virginia Dima, Eugenia Iacovici Lungu, *Sulina. Monografie*, Volume I, Rawex Coms S.R.L., Bucharest, 2010.

¹⁰¹ Constantin Ardeleanu, *op. cit.*, p. 24.

¹⁰² Const. A. Cristofor, *Monografia Județului Tulcea (manuscript)*, 1938, p. 100.

¹⁰³ *Bulletin of the Chamber of Commerce and Industry Tulcea*, Year II, Issue 12, March 1911.

For the period 1898-1926, there is information regarding the correspondence on Romanization of ships, orders or circular letters concerning the safety of navigation and the prevention of accidents, as well as lists with ships stationed over the winter.

After the year 1927, the situation changed, and sources help reconstituting the traffic of the Tulcea port per months and per years, and analyzing the activity of the Tulcea port.

Chapter V – “*Port of Tulcea in the period 1940-1948*” – continues, in the first subchapter, the analysis of *the Navigation regime on the Danube after the outbreak of the Second World War*; the second subchapter presents the *Situation of the Tulcea port during the Second World War. Traffic of ships and material losses*, while the third studies the *Situation of the labour force in the Tulcea port*.

The navigation regime on the Danube after the outbreak of the Second World War has been studied by Arthur Tuluș¹⁰⁴, Constantin Hlihor¹⁰⁵ and Carmen Atanasiu¹⁰⁶. They analyzed the moment of violence cessation – after accepting the truce offered by the Soviet Union, Great Britain and the United States of America – and its consequences.

Ion Alexandrescu – in his study “*Convenția*” – treats the convention closed on 16 January 1945 between the Romanian and the Soviet governments, which includes the plan of deliveries, the quantities and quality of merchandises to transmit to the Soviet Union within six years, – 50 million dollars annually – as well as their price¹⁰⁷.

Carmen Atanasiu pinpoints that “*in the years 1945-1952, 16 Soviet-Romanian mixed societies were founded in Romania, among which Sovrompetrol, Tars – Romanian-Soviet air transportation, Sovrombanc, Sovromcărbune, Sovrommetal, Sovromgaz, Sovromtractor, Sovromchim, SovromConstrucția, Sovromutilaj petrolifer, Sovromnaval (August 1952); the*

¹⁰⁴ Arthur Tuluș, *România și neutralizarea Dunării (septembrie 1939-iunie 1940)*, in “*Analele Universității Dunărea de Jos Galați*”, Series 19, History, Tome VI, Galați, 2007; *Dunărea maritimă între Aranjamentul de la Sinaia și Acordul de la Belgrad (1938-1948)*, Galați University Press, Galați, 2008; *Cereri și intenții interbelice de aderare ale unor state la Comisia Europeană a Dunării*, in “*Analele Universității Dunărea de Jos Galați*”, Series 19, History, Tome VIII, Galați, 2009; *România și neutralizarea Dunării (septembrie 1939-iunie 1940)*, in “*Analele Universității Dunărea de Jos Galați*”, Series 19, History, Tome VI, Galați, 2007.

¹⁰⁵ Constantin Hlihor, *Armata Roșie în România. Adversar – Aliat – Ocupant, 1940 – 1948*, volume I, Academy Editura Academiei de Înalte Studii Militare, Bucharest, 1996, p. 35.

¹⁰⁶ Carmen Atanasiu, *Navigația fluvială română în perioada 23 august 1944 – 1954*, in “*Anuarul Muzeului Marinei Române*”, Tome IV, Editura Companiei Naționale Maritime Constanța SA, Constanța, 2001, p. 116.

¹⁰⁷ Ion Alexandrescu, *Economia României în primii ani postbelici (1945 - 1947)*, Editura Științifică și Enciclopedică, Bucharest, 1986, p. 38.

consequence of the Romanian-Soviet collaboration within Sovromtransport was that all Romanian ports – with no exception – had to suffer”¹⁰⁸.

Subchapter 2 – *Situation of the Tulcea port during the Second World War. Traffic of ships and material losses*, and 3 – *Situation of the labour force in the Tulcea port* are based exclusively on the analysis of documents in the archives *Fund of the Captainship of the Tulcea port*, *Fund of Tulcea Customs*. The archive sources I have analyzed show the efforts of local port authorities for the development and extension of the port. This extension was imposed by the intense traffic carried out in the port, – which was hard to control most of the times – by the issues of the port workers and by the fact that they did not hesitate to express their complaints in writing. The workers even menaced that they would stop all services in the port, should their demands be neglected.

The outbreak of the Second World War and the national events of the period 1940-1944 imposed local safety measures meant to protect the population of the city of Tulcea and the port infrastructure.

Hence, in the port area of northern Dobrudja, measures were taken against potential surprise attacks. However, the ports did suffer losses, from bed linens to diverse materials found on the ships belonging to Societies of fluvial transportation or to private individuals.

The same source confirm that – regardless of the national events with effects on local level – the Tulcea port has continued its commercial activity, which is apparent in the statistics elaborated by the Captainship of the Tulcea port.

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¹⁰⁸ Carmen Atanasiu, *op. cit.*, p. 128.

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