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ABSTRACT

**THE ECONOMIC EVOLUTION OF DOBROGEA
BETWEEN 1878-1913**

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ABSTRACT

Key Words: Dobrogea, economy, agriculture, transport, tourism, industry, trade and commerce, banks

Following the re-emergence of a new phase during the “Eastern Question” in the summer of 1875, Romania was initially involved from a diplomatic point of view¹, subsequently becoming a belligerent part in the conflict between Russia and the Ottoman Empire. In this context, we recall the fact that as early as 1876, the diplomat Mihail Kogălniceanu had initiated a new direction in the external politics, towards the Black Sea and implicitly towards Dobrogea², by claiming the mouths of the Danube and a part of the Romanian sea-coast.

After the Russian-Turkish war in 1877-1878, the decisional forum within the Congress of Berlin established that most part of Dobrogea, released from Ottoman rule and with a population formed by Romanians, Turks and Tatars, Bulgarians, Russians, Greeks and others, was united with Romania. In front of the Congress, the Romanian delegation presented the indisputable historical considerations that Dobrogea was part of the territory possessed by the ruler Mircea the Old, and was subsequently annexed by the Ottoman Empire³.

The study of the bibliography and the unique sources allowed us to carry out the theme “The Economic Evolution of Dobrogea between 1878-1913”, based on a complex research, from a historical perspective, which addresses the aspects of agriculture, industry, transport, trade and tourism in Dobrogea during the mentioned time period. As for the history-economy relation, beyond the existing theories, either of separation, or combination, our vision is integratory, and the object of the thesis is the *new image of Dobrogea province*.

The choice for our theme is based on the large number of documents located in the local and central archives, mostly un-researched. The present thesis aims to provide appreciations and details, starting from a profound analysis of the sources, as well as the latest monographs, studies and articles regarding the economic rebirth of Dobrogea after the War of Independence.

The need to confront different types of sources is especially high because we intend to

¹ Valentin Ciorbea, „Dobrogea în geopolitica României și a Europei la sfârșitul secolului al XIX-lea și începutul secolului XX”, în *Dobrogea: 1878-2008. Orizonturi deschise de mandatul european*. (Valentin Ciorbea coord.), Constanța, Editura Ex Ponto, 2008, p. 217.

² Mariana Cojoc, „Importanța geopolitică a țăinutului dintre Dunăre și Mare la sfârșitul secolului al XIX-lea”, în *Dobrogea. Repere istorice* (coord. Mihai Lupu), Constanța, Editura Europolis, 2000, pp. 122-132.

³ Adrian Rădulescu, Ion Bitoleanu, *Istoria Dobrogei*, Constanța, Editura Ex Ponto, 1998, 536 p.

explain and understand the actions of the authorities installed in Dobrogea after 1878 and the results obtained until 1913. The testimonies, documents, analytic synthesis increasingly differentiated and ordered helped us in our study regarding the above-mentioned interdisciplinary research.

The present research covers a period of 35 years and is intended to be an attempt of investigation on the economy which characterised this Romanian province. The beginning of the research is the year 1878, moment in which Dobrogea returns to the Romanian state, and ends in the year 1913, along with the start of the second Balkan war and the signing of the Peace Treaty in Bucharest (July 28th, 1913) which led to Bulgaria's obligation to transfer to our country the south of Dobrogea formed by two counties, Durostor and Caliacra⁴.

The year 1878 marks the international recognition of Romania's independence⁵ and the union of the larger part of Dobrogea with the Romanian state⁶, decisions which were taken following the Peace Congress of Berlin (1/13 of June – 1/13 of July 1878), in the presence of the representatives of the Great European Powers. Therefore, by the decisions of the Congress of Berlin, Romania's authority was restored upon the larger part of Dobrogea, a province with a significant economic potential given by its access to the Black Sea and the mouths of the Danube⁷.

As for our documentary basis available when writing the thesis, we would like to highlight the multitude and variety of the bibliographic sources: edited and unpublished primary sources (archives, correspondence, memoirs, press), encyclopaedias, dictionaries, chronologies, general and special works.

The main bibliographic source of this PhD thesis are the archival funds owned by Romania's National Archives (Constanța County Service of the National Archives⁸, Tulcea County Service of the National Archives⁹). We identified new archival information at the Central Historical National Archives in Bucharest¹⁰ and the Ministry of Foreign Affairs¹¹.

Out of all these archival sources we observed that Dobrogea continued to develop,

⁴ Mircea Mușat, Ion Ardeleanu, *De la statul geto-dac la statul unitar*, București, Editura Științifică și Enciclopedică, 1983, 724 p.

⁵ Nicolae Ciachir, Gheorghe Bercan, *Diplomația europeană în epoca modernă*, București, Editura Științifică și Enciclopedică, 1984, 520 p.; Gh. Platon, V. Russu, Gh. Iacob, N. Cristian, N. Agrigoroaie, *Cum s-a înfăptuit România modernă*, Iași, Editura Universității „Al. I. Cuza“, 1993, 368 p.

⁶ Sorin Liviu Damean, *România și Congresul de Pace de la Berlin (1878)*, București, Editura Mica Valahie, 2005, 384 p.

⁷ Valentin Ciorbea, *op. cit.*, p. 218.

⁸ Hereinafter C.S.N.A. of Constanța.

⁹ Hereinafter C.S.N.A. of Tulcea.

¹⁰ Hereinafter C.H.N.A. of Bucharest.

¹¹ Hereinafter M.F.A. Archive.

overcoming the hardships and losses caused by the historical events which took place both nationally and locally.

We can take notice of the significant aspects regarding Dobrogea's economy from the time frame 1878-1913 in the following studies: *Dobrogea în pragul veacului XX. Geografia matematică, fizică, politică, economică și militară*¹² (M. Ionescu-Dobrogianu); *File din istoria Dobrogei*¹³ (Iosif Colcer, Viorel Măgureanu); *Premise economice ale formării statului național unitar român*¹⁴ (Victor Axenciuc, Ioan Tiberian); *Istoria Dobrogei*¹⁵ (Ion Bitoleanu, Adrian Rădulescu); *Studiu asupra proprietăței rurale din Dobrogea*¹⁶ (Ioan N. Roman). Tot aici putem aminti și o serie de lucrări cu caracter istoric general, cu conținut de date extrem de importante: *Istoria românilor*¹⁷, vol. VII, tom II; *Dobrogea: 1878-2008; Orizonturi deschise de mandatul european* (coord. Valentin Ciorbea); *Analele Dobrogei*, seria veche (1920); *Bilder aus der Dobrudscha 1916-1918 (Imagini din Dobrogea 1916-1918)*¹⁸; *Studii istorice dobrogene*¹⁹ (coord. Valentin Ciorbea); *Dobrogea - repere istorice*²⁰ (coord. Mihai Lupu); *Mărturii de epocă privind istoria Dobrogei* (Stoica Lascu²¹); *Dicționarul geografic, statistic, economic și istoric al județului Constanța*²² (Grigore Gr. Dănescu).

With the help of serial publications like "Buletinul Camerei de Comerț și Industrie - Constanța" (1891-1916) and "Buletinul Camerei de Comerț și Industrie - Tulcea" (1909-1916), we evaluated the commercial activities carried out and the evolution of credit institutions in Dobrogea.

The press represented another important bibliographic source, contributing to the accomplishment of this work, both the central and local publications, kept in the collections of Constanța County Library. The editorials especially helped us in our endeavour. Among the

¹² Marin Ionescu-Dobrogianu, *Dobrogea în pragul veacului XX. Geografia matematică, fizică, politică, economică și militară*, București, Atelierele Grafice I.V. Soecu, 1904, 1010 p.

¹³ Iosif Colcer, Viorel Măgureanu, *File din istoria Dobrogei*, Tulcea, Inspectoratul pentru Cultură al Județului Tulcea, 1998, 240 p.

¹⁴ Victor Axenciuc, Ioan Tiberian, *Premise economice ale formării statului național unitar român*, București, Ed. Academiei Republicii Socialiste România, 1979, 334 p.

¹⁵ Ion Bitoleanu, Adrian Rădulescu, *op.cit.*, pp. 41-44.

¹⁶ Ioan N. Roman, *Studiu asupra proprietăței rurale din Dobrogea urmat de Codul proprietăței fonciare otomane din 1858 și de Legile Românești referitoare la proprietatea imobiliară rurală din Dobrogea*, Constanța, Tipografia Ovidiu, 1907, 360 p.

¹⁷ ****Istoria românilor*, vol. VII, tom II, București, Editura Enciclopedică, 2003.

¹⁸ *Bilder aus der Dobrudscha 1916-1918 (Imagini din Dobrogea 1916-1918)*, trad. Gustav Rückert, Constanța, Editura Ex Ponto, 2011, 334 p.

¹⁹ *** *Studii istorice dobrogene* (coord. Valentin Ciorbea), Constanța, Ed. Ovidius University Press, 2003, 502 p.

²⁰ *** *Dobrogea - repere istorice* (coord. Mihai Lupu), Constanța, Editura Europolis, 2000, 172 p.

²¹ Lascu Stoica, *Mărturii de epocă privind istoria Dobrogei (1878-1947)*, vol. I (1878-1916), Constanța, Biblioteca Tomitană II, MINA, 1999, 840 p.

²² Grigore Gr. Dănescu, *Dicționarul geografic, statistic, economic și istoric al județului Constanța*, București, Tipografia și fonderia de litere Thoma Basilescu, 1897, 756 p.

publications that largely reported the economic events we took interest in, we mention: “Aurora” (Constanța, 1894-1895), “Centrul Dobrogei” (Babadag, 1898), “Conservatorul Constanței” (1909-1916), “Conservatorul Tulcei” (1909-1915), “Constanța” (1891-1904), “Cuvîntul” (Constanța, 1905-1908), “Dobrogea jună” (Constanța, 1904-1944), “Drapelul” (Tulcea, 1909), “Expres-Informator” (Constanța, 1912-1914), “Farul Constanței” (1880-1938), “Gazeta Dobrogei” (Constanța, 1888-1894), “Gazeta Tulcei” (1889-1890, 1905-1906), “Istrul” (Tulcea, 1898-1901), “Lupta” (Tulcea, 1909-1916), “Santinela Dobrogei” (Constanța, 1894-1896), “Tribuna Dobrogei” (Constanța, 1905-1907).

We also researched the impressions of civil engineers and chemists, writers and foreign travelers etc. who had the opportunity to arrive in this region, even for a short time. In conjunction with the archival sources, these become an important source of information for researchers, offering us a real vision on Dobrogea’s progress, recorded in all economic sectors (agriculture, transport, tourism, commerce, industry, finance).

The present thesis is structured in six chapters in which we presented Dobrogea’s image in 1878, the local authorities’ initiatives and the beginning of the modernization of the main localities, we considered the laws and regulations meant to develop the economic infrastructure and we analysed the policies regarding the economy, starting with the *Law for the organization of Dobrogea*, also called Dobrogea’s Constitution, from March 9th, 1880, elaborated by Mihail Kogălniceanu, the law which transformed the principles of the *Ruler’s Proclamation for the Dobrogeans* into governmental provisions.

In the first chapter of the thesis, entitled The Configuration of Land Property in Dobrogea, we find the geographic presentation of the region and a few of the testimonies of the personalities of the times regarding the state of the territory between the Danube and the Black Sea after the end of the War of Independence. Among the researchers who approached this subject is the historian Victor Ciorbea who considers that Romania’s geopolitics at the Black Sea witnessed beneficial changes after Dobrogea’s union, fact which provided Europe with a geostrategic stability²³ at the Lower Danube for a long period of time.

For the making of this chapter we used the archival funds made available by C.H.N.A. of Bucharest: Fălcoianu familial (1836-1944); Câmpineanu familial (1848, 1878-1919); Ministerul Agriculturii - Direcția Cadastru (1864-1948); Ministerul Agriculturii - Direcția Contabilități vol. I-III (1833-1940); Ministerul de Interne - Diviziunea Administrativă (1880-1913); Ministerul Agriculturii - Direcția Bunuri, județul Constanța (1838-1945); Ministerul

²³ Valentin Ciorbea, *op. cit.*, p. 218.

Agriculturii - Vânzări (1868-1934); Direcția Generală a Statisticii (1844-1901). We equally used the documents of C.S.N.A. of Tulcea: Oficiul de Cadastru al Județului Tulcea (1880-1956); Prefectura județului Tulcea - Serviciul Administrativ (1878-1950) și pe cele ale S.J.A.N. Constanța: Primăria comunei Valea Dacilor (1882-1889, 1933, 1936-1949); Primăria orașului Techirghiol (1882-1950); Primăria comunei Tuzla (1882-1894, 1919-1970); Ocolul Agricol Hârșova (1883-1948); Ocolul Agricol Cernavodă (1911-1921).

In the subchapters *The Material Circumstances of the Province after the Independence War, Political and Judicial Foundations of the Agrarian Reform in Dobrogea and the First Measures on the Modernization Path* and *The Agrarian Reform Applied in Dobrogea and Its Valence (1878-1900)*, we discuss the conditions created in the region after 1878 which forced the Romanian authorities to carry out extended projects in order to radically transform the area, according to the Romanian state system.

Given the status of Dobrogea after the War of Independence, the efforts of the Romanian government were directed towards the fast integration of the province and its introduction to the development stage of the Romanian state, by forming new villages, land assignments, helping the impoverished population, the repopulation with livestock, and the development of agriculture which was almost non-existent. The new Romanian administration also took into account the traditional fields of the agriculture: viticulture, fishing, beekeeping and sericulture.

The documentary sources we used here are numerous and, at the same extent, important. We would like to mention a few monographs with special information: *Studiu asupra proprietăței rurale din Dobrogea*²⁴, *Reformele agrare din Dobrogea Veche (1878-1930)*²⁵, *Dobrogea, considerații istorice*²⁶, *Questiunea proprietății în Dobrogea*²⁷, *Dicționarul geografic, statistic, economic și istoric al județului Tulcea*²⁸, *Dobrogea economică, politică, socială*²⁹. We also note a series of scientific articles which helped us in our endeavour: *Unirea Dobrogei cu România (1878). Reperele integrării și modernizării*³⁰, *Aspecte ale problemei agrare în Dobrogea de la sfârșitul sec. al XIX-lea și începutul sec.*

²⁴ Ioan N. Roman, *Studiu asupra proprietăței rurale din Dobrogea*, Constanța, Tipografia Ovidiu, 1907, 360 p.

²⁵ Constantin P. Rotaru, *Reformele agrare din Dobrogea Veche (1878-1930)*. Teză pentru doctorat în științele economice, Iași, 1930, 100 p.

²⁶ George Sofronie, *Dobrogea, considerații istorice*, Oradea, Tipografia Diecezană, 1928, 28 p.

²⁷ George M. Ghica, *Questiunea proprietății în Dobrogea*, București, Ed. Typ. Modernă, 1880, 116 p.

²⁸ Grigore Gr. Dănescu, *Dicționarul Județului Tulcea*, Bucuresci, I. V. Socec, 1896, 591 p.

²⁹ Octav Văleanu, Ioan N. Ionescu, *Dobrogea economică, politică, socială*, Constanța, Tipografia Comercială „Lucrătorii Asociați”, 1923, XLVII p.

³⁰ Valentin Ciorbea, „Unirea Dobrogei cu România (1878). Reperele integrării și modernizării”, în *Memoriile Secției de Științe Iсторice și Arheologie (Academia Română)*, seria IV, tom XXXVII, 2013, pp. 117-140.

XX³¹, *Reforme agrare din Dobrogea de la sfârșitul secolului al XIX-lea și începutul secolului XX în context sud-est european*³².

The *de facto* take-over of Dobrogea (November 14th / 26th, 1878) marked the beginning of a complex process of integration of the province into the Romanian state and increased the area of our country by 15.776 km². The special legislation and feasible projects, corroborated with the support awarded to the population affected by poverty, formed the landmarks of the historical events which marked the economic development of the region.

The first measures of the political elite of Bucharest targeted a series of regulations specific to Dobrogea (the regulatory phase), the installation of the public clerks and the introduction of order. The prefects, mayors and police provided the population with the material support, therewith taking care of their safety in front of the danger represented by the gangs of thieves.

The *Law for the organization of Dobrogea* marked the beginning of the *Legislative Period* (1880-1908) and the moment when the legal evolution of the transdanubian province was transferred to the Government and the Parliament. The law brought to the fore the idea of unifying and assimilating the rural property regime in Dobrogea with the property in the rest of the country.

The authorities from Bucharest were mainly concerned about finally solving the system of the Ottoman property which proved to be extremely complicated. Equally, they wanted to proceed to the verification of the property and immovable possession titles in order to know the surface of the terrains and the rightful owners. The commissions appointed for this purpose carried out works subsequently verified by a central commission from Bucharest. After the completion of this stage, the state became the owner of the Dobrogean land while the Turkish documents were exchanged with Romanian documents.

Another legislative measure of maximum importance was the *Law for the regulation of the immovable property in Dobrogea* (April 3rd, 1882) whose purpose was to strengthen the right on the property and to value all the remaining areas of the state after the titles were verified. Although it suffered several changes, including taxation, this law came to the aid of the owners who planned to abandon their lands due to hardships. The state's benefit of the agricultural lands also meant the evolution of the rural localities. The parcelling made in the

³¹ Marin Stanciu, Valentin Ciobea, „Aspecte ale problemei agrare în Dobrogea de la sfârșitul sec. al XIX-lea și începutul sec. XX”, în *Anuarul Institutului de Istorie și Arheologie «A. D. Xenopol» Iași*, tom XVII, 1980, pp. 405-423.

³² Liviu P. Marcu, „Reforme agrare din Dobrogea de la sfârșitul secolului al XIX-lea și începutul secolului XX în context sud-est european”, în *Comunicări de istoria Dobrogei*, vol. 2, 1980, pp. 87-124.

Dobrogean counties aimed to form the village hearth, an action through which families received the same surface for their house and garden (2000 m^2); the surface destined to the land of culture for schools, churches or mosques was of 10 hectares, while the land for the grazing ground was calculated depending on the number of inhabitants (1 hectare per inhabitant). A category of land which was differentiated from the above mentioned (the culture land for the inhabitants) could be of 2, 6 or even 20 hectares. The roads represented 4% of the total village land. As for the village hearts, by comparing the state of the parcelling in the two counties, we observe that these had approximately the same territorial distribution.

In 1884 Dobrogea was integrated in the provisions of the Constitution which stated that transdanubian counties formed together with Romania “a single indivisible state”. As for the parliament representation, the Dobrogeans still had to wait until 1908, when the formation of the national political parties’ organizations in the two counties was allowed.

A significant aspect of the agrarian reform in Dobrogea, but also from economic and democratic points of view, was the land assignment to some categories of former military men (under-officers, rehired, fighters in the War of Independence, and officers in reserve); many of them came from Moldova, Muntenia, Ardeal, being veterans. As early as the 1878, Mihail Kogălniceanu prevalently accepted the requests of these veterans to settle down in Dobrogea, in order to reward their efforts, expand the Romanian elements in the new province and increase the state’s revenues.

We know the fact that in 1880 the population of Dobrogea was about 147.000 inhabitants (which means a density of 9 inhabitants per km^2), and in 1905 we observe that it increased to 267.808, while in 1913 it reached 380.430 inhabitants. The demographic growth was due not only to the land assignment of Romanians or other ethnic groups coming from all over Romania (from counties like Vlașca, Putna, Tecuci, Covurlui, Tutova, Muncel, Dolj, Mehedinți, Râmnicu Sărat, Buzău), but also to the development of the transport. A specific importance was that of the transhumance of the Transylvanian shepherds who came here during winter. Therefore, the *mocans* were settling in all the parts of the province, like Tulcea, Constanța or Mangalia. Some *mocans* coming from Țara Bârsei or Sibiu were merchants, while some became farmers, settling here. Also the German population in Dobrogea, known as Schwaben, contributed to the development of the economy and the improvement of living in the rural settlements, practicing livestock growing, making and selling butter, vine growing, trade and crafts.

By 1905 the land assignments planned by the government increased the number of private owners to 80.273, with a total of 654.127 hectares. But, despite the population growth,

the demographic density remained very low and the intensive practice of agriculture was facing a serious lack of workers.

Due to the non-compliance with the obligations (settling near the assigned property, land work and the timely paying of the rates), during the period 1892-1910 the Romanian authorities proceeded to a considerable number of dispossessions, according to the provisions of the legislation in force: *Law for the regulation of immovable property in Dobrogea* (1882) and the *Law issued on the 7th of April 1889 for the alienation of state's goods and the buyback of long lease*. Until 1905, in Constanța county 57.000 hectares were the subject of dispossessions and entered under the state's administration. Based on the law of April 10th, 1910, in Constanța county the owners of 20.823 hectares of small plots were dispossessed due to their absence from the field, whilst in Tulcea county the same measure was taken for 8.840 hectares of small plots of land. Due to the exact same reason, between 1911-1922 the owners of 1.240 hectares of small lots were dispossessed in Constanța County and other 834 hectares of small lots in Tulcea.

By comparing the situation in 1879, the first agricultural year of Dobrogea administered by Romanians, with the results obtained during more than a decade, the implementation of the agrarian reform enrolled the agriculture on the modernization path, transforming it into the main economic force of the region and a source of enrichment of the population, a major factor of the process of integration and progress.

The inhabitants used agrarian machinery both for large and small crops: harvesters, scything, maize machines, blowers, iron and wooden harrows. But these tools were not introduced in all communes, and many ploughmen had to use the old tools. Small farmers used simple devices for working their land.

Analysing the indisputable progress factor of the province, namely agriculture, we come to the conclusion that the annual cultures increased by approximately 150 %, starting from 1885 (241.597 hectares) until 1910 (622.723 hectares). In turn, this increase of the culture land also led to the increase of the surfaces cultivated with cereals (the main culture in Dobrogea), especially those of barley and oats which gave matching agrarian results. It turns out that the production of barley increased by 186 % (927.734 hl in 1885 and 2.660.622 hl in 1905), whilst the production of oats recorded a major increase of about 1.327 % (106.266 hl in 1885 and 1.410.636 hl in 1905).

However, the expansion of the agriculture had a few disadvantages, like the decrease of the pastures and meadows (9.782 hectares in 1894 and 5.685 hectares in 1914), which brought problems in the feeding of the large number of animals in some areas. As we found

out from the reports written at that time, the number of horses was constantly increasing, while that of the cattle and sheep was variable. The inhabitants of Dobrogea were also preoccupied by raising other domestic species (pigs, goats, birds), and had to pay grazing taxes, depending on the number of animals they owned.

The Romanian authorities encouraged viticulture in both Dobrogean counties. The range of the vines, cultivated before the invasion of the phylloxera, combined Romanian varieties and the ones introduced down the ages, from Asian Turkey and the Balkan Peninsula. Phylloxera had entered the region since the 1880s, forcing the Romanian state to take measures for its eradication, including legislative regulations. In Tulcea county alone, the losses caused by this insect covered an area of circa 2.719 hectares in 1911. On the occasion of replanting, people turned to grafted vines which belonged to foreign varieties (mostly French), so that, at one point, the old local varieties were mixed and sometimes totally replaced. The state founded nursery gardens at Isaccea (Tulcea), Murfatlar and Valu lui Traian (Constanța), for several purposes: producing seeding material, experimenting and capitalizing on the calcareous soils of the steppe region by producing table superior wines and champagnes.

The scientist Grigore Antipa coordinated the application of the provisions of the *Fishing Law* in Dobrogea. The consequences were beneficial because the law provided regulations for: the right for fishing, the practice of fishing, conservation and fishing police, the sparing regions, fishing settlements, eliminating the losses brought to fishing by industries, navigation, agriculture etc., while the state's revenues after capitalizing on the fishing and derived products were quite substantial. The first fisheries appeared in 1896; the men responsible with this kind of settlements were bound to preserve the fish in adequate conditions and to prepare it for the transport towards the stores or markets.

Dobrogea, with its approximately 450.000 hectares of water, became the main fish supplier of the Romanian state. The archival sources indicate a large variety of fish that was caught here: beluga, Russian and starry sturgeon, brill, Pontic shad, common roach, bighead goby, red and grey mullet, European flounder, carp, brown bullhead, pike. Between 1895-1913 the quantity of caught fish ranged from 7.363.345 pieces (1895/1896) and 18.079.637 pieces (1907/1908). At the same time with the increase of the state's revenues, which exceeded the value of 1.000.000 lei since 1900, there were also increases in the fishermen's revenues (for example 1.978.539 lei in 1900/1901; 3.781.650 lei in 1912/1913). The material situation of the fishermen improved considerably once the systematic exploitation began, thus benefitting from better working conditions.

In the north and south of Dobrogea, the number of beekeepers was quite high, while in the centre, especially in Constanța county, their number was much smaller. Intensive agriculture, difficult weather and poor vegetation represented risk factors regarding the bees' food and the production of honey. In 1902 in Constanța county existed 3.280 beehives which produced 21.095 kg of honey, 160 kg of white wax and 3.824 kg of yellow wax. For Tulcea county we know the fact that in 1907 there were 4.361 beehives, while the production consisted of: 27.898 kg of honey and 2.241 kg of wax. Besides the local beekeepers, Dobrogea hosted each year beekeepers from the south of Basarabia and especially Galați.

Another traditional of the Dobrogeans was sericulture, but to a lesser extent than beekeeping. The state provided free larvae to those interested in this practice and gave funds for planting mulberries where their lack was felt. At the beginning of the 20th century, in Dobrogea there were 491 silk larvae growers. The registered production consisted of 1.691 kg of cocoons and 3.544 kg of raw silk.

The Romanian state capitalized on the natural resources Dobrogea held (land, water, rush-beds, fish, quarries, forests), but over time it began to also collect incomes from other sources like: outbuildings, barns, stables, mills, fisheries, gardens, orchards, vineyards and small goods, markets etc.

The state's revenues in Dobrogea reached 15.187.634 lei in 1905, a large amount of money, considering the fact that at the beginning of the 20th century, in 1900, these incomes were of 9.556.230 lei, so we can observe an increase of approximately 6.000.000 lei in just five years. Dobrogea acquired a new status and continued to develop, overcoming the difficulties which appeared after its union to Romania.

The second chapter of the thesis (The Infrastructure in Dobrogea between 1878-1913) is an analysis of the roadways and railways network of the transdanubian province, which we began by studying the information provided by the ample monograph of Marin Ionescu-Dobrogianu. The data from the mentioned work were corroborated with the studies and presentations of other historians and engineers like: Ion Bitoleanu³³, Valentin Ciorbea³⁴, Georgeta Lungu³⁵, Petre Covacef³⁶, George Măinescu³⁷, Gelu Dae³⁸, Gr. Florea și V.

³³ Ion Bitoleanu, „Bine ați venit, frați români!”, în *Magazin istoric*, an XX, nr. 6 (231), iunie 1986, pp. 23-24.

³⁴ Valentin Ciorbea, *Evoluția Dobrogei între 1918-1944. Contribuții la cunoașterea problemelor geopolitice, economice, demografice, sociale și ale vieții politice și militare*, Constanța, Editura Ex Ponto, 2005, 556 p.

³⁵ Georgeta Lungu, „Dezvoltarea portului Constanța de la 1860 la Primul Război Mondial”, în *Comunicări de istorie a Dobrogei*, vol. II, Constanța, Muzeul de Istorie Națională și Arheologie, 1983, pp. 207-233.

³⁶ Petre Covacef, *150 de ani în evoluția căilor ferate din Dobrogea: 1860-2010*, Constanța, Editura Ex Ponto, 2010, 274 p.

³⁷ George C. Măinescu, „Evoluția căilor ferate în Dobrogea de la 1877 până în zilele noastre din punct de vedere constructiv”, în *Dobrogea, cincizeci de ani de viață românească*, București, Editura Cultura Națională, 1928.

Mihalache³⁹ etc.

The analysis of the archival documents helped us understand the central authorities' involvement in the expansion of the infrastructure which was so necessary to the economic development regarding the interior trade, industry and agriculture. In this context, we consulted the following funds of C.H.N.A. of Bucharest: Ministerul de Interne - Diviziunea Administrativă (1880-1913); Creditul județean și comunal. Creditul viticol (1911-1948); Ministerul Lucrărilor Publice (1830-1944) and those held by C.S.N.A. of Tulcea: Prefectura Județului Tulcea (1878-1950); Căpitănia Portului Tulcea (1898-1972); Primăria orașului Măcin (1893-1973). Another important fund whose information we could have not left out from our paper is Primăria Municipiului Constanța (1878-1975) within C.S.N.A. of Constanța

Significant materials were provided by representative serial publications: "Constanța" (1891-1904), "Cuvîntul" (1905-1908), "Magazin istoric", "Analele Dobrogei", "Revista de istorie" etc.

The evolution of water and land transport infrastructure, with reference to Dobrogea, has emphasized its importance from economic and strategic points of view. After 1878, we can state that the modernization and expansion of the harbours at the Black Sea and the railway permanently stood as objectives of our political elite. But, in this context, we must mention that the activity of the Commissions of the Danube River (C.D.R.) triggered the entire development of Dobrogea on a capitalism line and the introduction of specialized workforce.

The new system of modern railways, roads and bridges, carefully thought of as location, organization and building materials, definitely set the stamp on the population's standard of living, against the background of agricultural, industrial and commercial development. Many localities were taken out of isolation, receiving the impulse of new connections and activities.

The union of Dobrogea with Romania allowed the capitalization of natural resources and the execution of many works of engineering art. The modernization of the Harbour of Constanța began in 1895, based on the projects elaborated by the engineers I. B. Cantacuzino, Gh. Duca and Anghel Saligny. For the construction of the Harbour of Constanța over 70 million lei were spent in a time period of 20 years. This amount included the expenses made for many works: silos, warehouses, plants, workshops, piers etc., as well as the compensation

Publicație tipărită cu prilejul semicentenarului anexării Dobrogei, Constanța, Ed. Ex Ponto, 2003, pp. 431-454.

³⁸ Gelu Dae, *Evoluția căilor ferate dobrogene 1860-1938*, Constanța, Editura Ex Ponto, 2016, 353 p.

³⁹ Gr. Florea, V. Mihalache, „Drumurile în România”, în *Enciclopedia României* (coord. colecție: Gh. Buzatu), vol. IV. Ediție anastatică, Iași, Editura Tipo Moldova, 2010, pp. 32-48.

of the Hallier enterprise. Due to the intense merchandise and passenger traffic, Constanța became the main export harbour of our country, while the railway Cernavodă - Constanța Harbour became one of the most significant in this part of Europe. Due to the interest shown by the authorities for linking the Harbour of Constanța to other international harbours, two maritime lines were opened: Oriental (Brăila-Constanța-Alexandria) and Occidental (Brăila-Constanța-Rotterdam).

Due to the improvements and investments in mechanization, the harbour-cities of Tulcea, Constanța, Sulina and Cernavodă witnessed a rebirth. One of the most significant Dobrogean harbours in terms of grain export was Cernavodă, but the other harbours (Măcin, Mangalia, Tulcea) were also carried out intense activities and loading and unloading operations on a large scale.

In 1907, the harbours in Dobrogea with the largest number of commercial ships registered, were Constanța (16 ships) and Tulcea (11 ships). All Dobrogean harbours at the Black Sea and Danube became centres for import and export for local products, ensuring substantial profits for the Romanian state and very good commercial relations with foreign countries. For 1910, in terms of fluvial and maritime traffic, the number and tonnage of the national and foreign ships which docked in these harbours show an intense traffic: Cernavodă (1.117 ships, 206.293 tons), Măcin (965 ships, 123.640 tons), Isaccea (1.314 ships, 209.005 tons), Tulcea (1.677 ships, 237.429 tons), Constanța (839 ships, 1.122.743 tons). We can see that the Harbour of Tulcea registered in 1910 the most intense fluvial traffic, with 1.677 ships that transited the location. For the Harbour of Constanța, the number of ships was lower, half of the ships which entered Tulcea Harbour; but the ships who docked in Constanța had greater capacities for merchandise transportation.

The inauguration of the two major objectives of the Romanian civil engineering school (the bridge from Cernavodă – 14th of September 1895, and the Harbour of Constanța – 27th of September 1909) made the national economy flourish and brought Romania the recognition as a new commercial power in South-East Europe.

At the end of the year 1900, the province had two national roadways (Constanța - Babadag - Tulcea, Tulcea - Ghecet), 41 vicinal roads and 9 communal roads. In the following years, the network continued to expand, contributing to the transportation of goods, passengers, correspondence etc.

During the analysed period more railways were built and modernized: Saligny - Constanța city, Medgidia - Tulcea, Medgidia - Negru Vodă - Bazargic, Constanța - Mangalia with the side track of Eforie Nord - Techirghiol, Constanța - Mamaia, Constanța Port - Canara

Ovidiu and the railway of the storehouses and its side tracks.

The railway passenger traffic had a major impact on the production activities and social life, and this fact can be observed from the increasing values, recorded in the time frame of 1880-1914 at national level (from 924.000 passengers in 1880 to 11.568.000 passengers in 1914). The Romanian authorities created proper condition in terms of quality services, maximum safety, increase of circulation speed of the trains and reducing running times. In 1900, on the Cernavodă - Constanța railway, as part of the main railway Bucharest - Constanța, 189.330 passengers were transported with accelerated and personal trains.

The correspondence volume was influenced by the extension of the railways and roadways network, to which also contributed the development of the services which the Romanian authorities had founded for the benefit of the citizens. As early as 1878, telegraph and postal offices were founded in the main settlements: Tulcea, Sulina, Chilia, Mahmudia, Isaccea, Măcin, Babadag, Constanța, Hârșova, Cernavodă, Ostrov, Medgidia and Caraomer. For 1913, the postal traffic was very efficient, proof stands the large number of letters and packages transported on the route Bucharest - Constanța: 128.480 letters and 48.180 parcels and packages. For the return track we mention the following numbers: 78.110 letters and 86.140 parcels and packages.

The first telephone lines in Dobrogea appeared in 1899 in Constanța. Between 1899-1902, 54 lines were set up and 51 telephone stations were founded, the network being permanently under development at that time. Before World War I, in Constanța county there were 1.050 km of telephone lines.

The third chapter (*The Tourism on the Dobrogean Sea-coast*) analyses Dobrogea from different points of view: the geographical features of the province, the potential for creating a variety of touristic facilities and the foundation of the first seasonal resort on the sea-coast.

The multitude of bibliographic sources, published documents, press, encyclopaedias, dictionaries and special works allowed us to observe the conditions created in the Dobrogean region after 1878, to research the possibilities for initiating and developing tourism on the Romanian sea coast, by analysing the recreational and health characteristics, the traditions and the realities of the land situated between the Black Sea and the Danube.

The archival fund we used by choice in this chapter is entitled Primăria Municipiului Constanța (1878-1975) which holds clear information related to the works of urbanism executed by the local authorities and the business opportunities developed by the private agents in the main localities situated on the Romanian sea coast. Other funds worth mentioning in this context are: Primăria Orașului Techirghiol (1882-1950) from C.S.N.A. of

Constanța and Ministerul de Interne - Diviziunea Administrativă (1880-1913) held by C.H.N.A. of Bucharest.

We presented the evolution of tourism within the Romanian resorts on the Black Sea coast, showing the significant development which they experienced during 1878-1913, by pointing out some of the features of the physical and geographical structure of the Romanian littoral, based on the thorough research made by the authors: Maria Comăniță Cică⁴⁰, Nina Stănescu⁴¹, Marian Moise⁴², Constantin Cioroianu⁴³, Doina Păuleanu⁴⁴, Aurelia Lăpușan, Ștefan Lăpușan⁴⁵.

The Romanian sea coast is one of the most beautiful on the entire European continent. The potential of this area was highlighted by the climatic features and the natural richness: The Black Sea, the beaches, Techirghiol lake, the mud, the sulphurous springs etc.

The investments realized on the littoral and in the balneary settlements signalled the beginning of the seasonal tourism. The benefits of the sun and salt water baths cannot be questioned. The stunning beach and the bath installations at Mamaia were inaugurated in 1906 and were highly frequented from that year, with over 45.000 tax-paying tourists coming here. Public tenders were attracting entrepreneurs eager to get the facility's venture. Constanța City Hall was also involved in the maintenance of the bath installations, carrying out repair works and many other improvements. The regulations made during this period promoted a series of rules of good conduct regarding the use of sea baths, under the strict supervision of the police.

Not only the beach of Mamaia enjoyed the attention of the local authorities, but also the beaches in the city. Over time, both the investments made here and the revenues of the state increased significantly. If in 1883-1884 the incomes reached 3.000 lei, in 1909-1910 the state tripled its earnings (10.000 lei).

With the healing of the first patients who came to the mud baths from Techirghiol, the fame of this place reached the whole country. The researchers and physicians who found the benefits of the two types of local mud (black and brown), sun exposure and salty air coming

⁴⁰ Maria Comăniță Cică, *Poveștile Mamaiei. Centenarul stațiunii Mamaia. 1905-2005*, Constanța, Editura Telegraf Advertising, 2005, 172 p.

⁴¹ Nina Stănescu, *Techirghiol - recurs la memoria colectivă. Contribuții monografice din perspectivă sociologică, istorică, etnografică și religioasă*, București, Editura Pro Universitaria, 2018, 382 p.

⁴² Marian Moise, *Constanța veche - restituiri necesare*, Constanța, Editura Menora, 2001, 518 p.

⁴³ Constantin Cioroianu, Marian Moise, *Litoralul românesc la 1900. Repere istorico-literare*, Ediția a II-a, Constanța, Editura Europolis, 2001, 328 p.

⁴⁴ Doina Păuleanu, *Constanța. Spectacolul modernității târzii 1878-1928*, vol. I, București, Editura Arcade, 2006, 506 p.; idem, *Cazinoul din Constanța. Boemă, loisir și patrimoniu european la Marea Neagră*, Constanța, Editura Ex Ponto, 2011, 448 p.

⁴⁵ Aurelia Lăpușan, Ștefan Lăpușan, *Mangalia în paginile vremii*, Constanța, Editura Dobrogea, 2007, 304 p.

from the sea, were more than a few. Numerous conditions were treated in both adults and children (rickets, chronic rheumatism and joint diseases, orthopaedic, neurological and dermatological disorders, eye or ear diseases). The body was fortified due to the chemicals that acted on the internal organs, oxygenated the blood and worked on the diseased tissues, these being only a small part of the results of the treatments performed here.

Before the World War I, in Techirghiol there were already 60 villas and hotels that provided visitors with about 900 rooms and 10 hot baths establishments. We could find this kind of achievements in the other seaside resorts, Eforie Sud and Eforie Nord, where sanatoriums for the sick were founded.

Between 1878-1913, the city of Constanța underwent an amazing transformation. From the former Turkish village, it became the country's first maritime harbour, a significant commercial centre, a balneary town and a top tourist resort. The authorities boosted the construction of buildings and commercial activities, contributing to the revival of the tourist trade. From the many private initiatives resulted hotels (Carol I, Regina, Splendid, Metropol, Europa etc.), restaurants (La Armata Română, Regal, Belvedere, Terasa), pastry shops (Pariziană, P. Postelnicu), cinemas (Venus, Macedonia, Apolon, Lux, Volta) and, last but not least, stylish shops.

The largest incomes were those of the hotels Carol I (21,000 lei), Continental (6.500 lei) and Metropol (5,000 lei). Obviously, the hotels mentioned here were the ones which contributed with the largest amounts to the budget. According to the 4% taxation on the revenues from hotel activities, established by law, in the years 1908-1909 the state received 3.280 lei, and in 1913-1914 – 7.000 lei. Inside some of these buildings there were restaurants, cafes, pubs, beer houses or even barber shops. The 5% tax on the rent of the premises and public gardens generated in the financial year 1905-1906 an income of 7.500 lei, and in 1913-1914, 11.000 lei. Due to the large influx of tourists and the limited number of rooms, visitors also had to arrange their stay in private homes.

The emblem of Constanța - the Casino - was at the same time a place of entertainment and a place of culture, where locals and tourists from all over the world could enjoy theatre performances, celebrations, dances and concerts. The lease of the saloon and the organization of the events that took place here resulted in numerous incomes for the state budget. Even so, the value of the investments caused by modernization and repairs were on the level. The estimate of the third building was 270.000 lei, while the lease contract concluded after the inauguration (1910) provided that the contractor would pay between 30% and 50% of the gross income made from card games, depending on their amount. If for the financial year

1900-1901 we know that the incomes of the Casino were 5.000 lei, subsequently, in 1913-1914 100.000 lei were collected.

Another attraction of the city of Constanța was the military music. In time, it became a tradition of the summer season and could be heard in the area of Elisabeta Boulevard. Interesting shows and exhibitions took place on the beach, in the city's gardens and parks or at the Anadalchioi racing track.

The achievements recorded in Dobrogea over more than three decades in the industrial sector were included by us in *Chapter 4. The Industry in Dobrogea*. The involvement of the Romanian state in the creation of the proper legislation in order to encourage the national industry was also visible in this province which had a special status. The private initiatives that characterized this period were numerous and formed the basis of the progress of all the industrial branches.

The studies that helped us define this chapter were those of historians Gheorghe Dumitrașcu⁴⁶, Stoica Lascu⁴⁷, Petru Zaharia, Lenuța Gherasim⁴⁸ and Marin Ionescu-Dobrogianu.

We have obtained important and equally interesting information by consulting the documents made available by C.H.N.A. of Bucharest: Ministerul de Interne - Diviziunea Administrativă (1880-1913) and Ministerul Industriei și Comerțului vol. I (1870-1913). Other funds that contributed to the outline of this chapter were: Primăria Municipiului Constanța (1878-1975) and Fabrica de ciment "Portlandorient" Cernavodă (1899-1980).

Our analysis allowed us to observe an upsurge of the economic branches of old tradition (milling, tanneries) and the emergence of new branches (the building materials industry, agricultural machinery, footwear). The investments made for the construction of factories and establishments have changed the economic landscape in Dobrogea.

Until the first decade of the 20th century, one can hardly speak of a Dobrogean industry. However, the small Dobrogean establishments produced relatively large quantities of products, far beyond the domestic requirement, proving the existence of an appreciable export in volume and value.

⁴⁶ Gheorghe Dumitrașcu, „Dezvoltarea economică a Dobrogei până la 1878 și problema apariției proletariatului”, în *Revista de istorie*, 1978, tom 31, nr. 6, pp. 1009-1023.

⁴⁷ Stoica Lascu, „Componente ale modernizării Dobrogei în cadrul statului român (1878-1916)”, în *140 de ani de la Unirea Dobrogei cu România. Studii istorice* (coord. Ș. Coman, V. Ciorbea, C. D. Arhire), București, Editura Academiei Oamenilor de Știință din România, 2018, pp. 89-132; idem, „Mărturii documentare privind dezvoltarea industriei în județele Constanța și Tulcea în perioada 1878-1944”, în *Revista muzeelor și monumentelor. Muzee*, an XXIV, 1987, nr. 8, pp. 63-74.

⁴⁸ Petru Zaharia, Lenuța Gherasim, „Situația economică a județului Tulcea în anii 1878-1916”, în *Peuce*, LX, 1984, pp. 401-422.

Regarding the mining operations in Romania, the serious steps started after the mining law was passed (1895), with applicable articles also in Dobrogea, which facilitated the concession of Romanian and foreign lands rich in various ores. Through this law the Ministry of Agriculture, Industry, Commerce and Domains could authorize anyone to organize explorations in the country, with the purpose of finding mineral deposits. If the owner of the land on which a mine was discovered, refused to exploit it, the state could grant the right of exploitation to another person; the owner in this case received a profit of 5% of the gross income of the exploitation, and for the area occupied or degraded by exploitation, he received an amount equal to double the rent or the value of the neighbouring lands.

The cement, lime and plaster industry began to develop in Romania in the second half of the 19th century, when public and private constructions took on a very high level. The prosperity of this industrial branch was also determined by the abundance of the raw material. Along with the meat products, milling has occupied a leading place among the Dobrogean food industries, by the large number of mills and by the significant production of flour. The printing industry in the two counties produced, until 1913, more than 130 titles of serial publications. We also mention leather factories, varnishes and paints, screws, ceramic products, timber, cans and crates of oil, oils, ropes, soap and candles, footwear and clothing, smithery, shipbuilding, agricultural machinery and so on. During the analysed period, the slaughterhouse, the electric plant and the water plant in Constanta were set up.

The increase of the state revenues, arising from the exploitation of Romania's potential in all economic aspects, convinced the state authorities to adopt a legislative framework favourable to a systematic production: *The general measures for helping the national industry* (April 21st, 1887); *the Law for encouraging the textile industry* (1906); *the Law for encouraging the national industry* (1912). The law from 1912 marked a great progress compared to that of 1887, by virtue of the facilities that were granted to enterprises and the protection of industries that used raw materials either from agriculture or from a derivative of agriculture, or from the soil or subsoil of our country.

Chapter 5. The Trade in Dobrogea includes the analysis of the trade from the point of view of the professions and liberal professions, the economic agents, the internal and external trade by categories of goods, pointing out the customs articles and the taxes related to this economic activity; we followed the capitalization on the wealth and national means and the expansion of the exchange relations of our country with other states.

The examination of the bibliography and the consultation of the archival sources revealed both the principles of the Romanian commercial policy, as well as the situation of the exports and imports realized through the modern harbours of Constanța and Tulcea.

We also encountered these aspects of real interest in the works of distinguished researchers: G. Christodorescu⁴⁹, Dan Berindei⁵⁰, Paul Cernovodeanu⁵¹, Andrei Căpușan⁵², Daniela Bușă⁵³, Constantin Ardeleanu⁵⁴.

In the case of our scientific research we have given an important role both to the two publications of the Chambers of Commerce and Industry of Constanța and Tulcea, as well as to the documents from the following archival funds: Primăria Municipiului Constanța (1878-1975); Prefectura Județului Tulcea - Serviciul Administrativ (1878-1950); Ministerul de Interne - Diviziunea Administrativă (1892, 1894).

As the production capacity increased, the Romanian state made trade with a significant number of states: The Ottoman Empire, Great Britain, Austro-Hungarian Empire, Germany, France, Switzerland, Belgium, Italy, Holland, Bulgaria and so on.

The Harbour of Constanța represented Romania's connection with the maritime world since the beginning of its modernization. Grains, oil, wood and other heavy goods were sent abroad more easily by water. Other products that took the export route in considerable quantities were: live animals and derived food products; fruits, vegetables and other vegetable products; textile materials, etc.

The quantity of goods that arrived in the Harbour of Constanța by Cernavodă-Constanța railway line amounted to 79.000 tons in 1880. Starting with the year 1895 (the year of the inauguration of the bridge) the volume of products and raw materials reached 192.000 tons, then 246.000 tons (1900), 327.000 tons (1905), and around the World War I we witness a total transport of 449.000 tons (1914).

From the taxes established by the Romanian state for the goods at their entry and exit

⁴⁹ G. Christodorescu, *Activitatea Camerei de Comerț și Industrie din Constanța de la înființare și până la 1 aprilie 1906*, Constanța, Tipografia „Ovidiu” H. Vurlis, 1906, 110 p.

⁵⁰ Dan Berindei, „Legături și convergențe istorice româno-franceze”, în *Revista de istorie*, tom 32, nr. 3, 1979, pp. 405-428.

⁵¹ Paul Cernovodeanu, „Anglo-Romanian trade relations between 1878-1900”, în *Revue roumaine d'histoire*, XXIX, nr. 3-4, iulie-decembrie, 1990, pp. 251-273.

⁵² Andrei Căpușan, „Comerțul britanic cu România derulat în porturile Dunării și ale Mării Negre în perioada 1880-1885”, în *Anuarul Muzeului Marinei Române*, tom IV, 2001, pp. 155-163.

⁵³ Daniela Bușă, „Franța și comerțul cu statele din sud-estul Europei (1900-1914)”, în *Studii și materiale de istorie modernă*, vol. IX, 1995, pp. 77-93.

⁵⁴ Constantin Ardeleanu, „Rolul portului Tulcea în comerțul exterior al României moderne (1878-1914)”, în *Tulcea 1878-1914: memoria unui oraș*. (Daniel Flaut, Mihaela Iacob, Dorel Paraschiv ed.), Brăila, Editura Istros, 2012, pp. 13-24; idem, *Comerțul exterior și navigația la Dunărea de Jos. Serii statistice (1881-1900)*, Galați, Editura Europlus, 2008, 238 p.; idem, *Comerțul exterior și navigația la Dunărea de Jos. Serii statistice (1901-1914)*, Galați, University Press, 178 p.

from the country, substantial revenues were collected. The general tariff of customs (1904) allowed the development of newly established industries and the creation of new ones. As a result of the commercial treaties with Germany, the United Kingdom and Belgium, some taxes were diminished, with significant results. In other words, with lower taxes, more was exported and the profits were much higher.

The harbour-city of Tulcea was in 1878 the most productive centre of Dobrogea. The privileged location made the port city develop, based on the existing trade and investments of the Romanian authorities. Local agriculture with its traditional branches (fishing, viticulture and beekeeping) provided most of the products for export. The values of the trade from that time speak for themselves: 19.506 tons in 1905; 34.514 tons in 1906; 65.185 tons in 1907; 20.884 tonnes in 1908. In this regard, Tulcea customs surpassed the quantities of goods destined for export, that left the harbours of Cernavodă and Sulina.

Due to the geographical position and the hydrotechnical works, the fluvial-maritime harbour of Sulina developed considerably, receiving the title of “Lung of Romania”. In addition to the representatives of export companies and shipowners, and E.C.D. employees, many workers (7.000-8.000) were active in the harbour; their presence also had beneficial effects in terms of local trade development.

Between 1891-1897 the number of ships that docked in the harbour exceeded 4.000 every year. The quantity of cereals that went abroad during the mentioned time period was impressive - over 1,820,000 tons per year, due to the installation of 10 elevators used for loading ships. The maximum was recorded in 1893: 2,759,650 tons.

In 1906 the depth of the Danube at Sulina reached 7,31 m, allowing the access of most ships without having to lighten or unload their cargo. Besides cereals, from the harbour left mainly animals and derived products, salt and sugar, flour, wood. In time, the goods have diversified, including scrap iron, cement, cellulose, oil, gasoline, fish, copper, mustard, rice and so on.

The imports of the Romanian state included articles for local consumption: metals, metal works and other mining products, vegetable textiles and derivative industries, wool, a wide range of machines and garments, fruits and colonials. Most came from European countries: cotton fabrics from the United Kingdom, footwear and clothing from Austria, smithery from Austria and the United Kingdom, colonials from Constantinople, fine wines, liqueurs and spirits from France and Russia.

The financial institutions in Dobrogea represent Chapter 6, the last of our work. The appearance of commercial and popular banks in the region was determined by the major

investments made since 1878 in the agriculture sector and by the significant volume of commercial transactions. From the desire to expand their influence and gain new customers, local banks have supported almost all the economic branches.

For the elaboration of this chapter we used the information gathered from the press (“Farul”), publications of the two Dobrogean Chambers of Commerce (“Buletinul Camerei de Comerț și Industrie - Constanța”, “Buletinul Camerei de Comerț și Industrie - Tulcea”), archival sources from the funds Banca “Dunărea” Tulcea (1890-1953), Creditul județean și comunal. Creditul viticol (1911-1948), Creditul Funciar Rural (1873-1945), Ministerul de Interne - Diviziunea Administrativă (1904-1906), Înalta Curte de Conturi, Conturi de Gestiune - vol. I (1850-1901) și vol. II (1902, 1948), Primăria Municipiului Constanța (1878-1975), Ministerul Lucrărilor Publice (1830-1944) and the works: *Creditul agricol în România (1918-1944)*⁵⁵, *România 1866-1906*⁵⁶, *Banca Marmorosch Blank & Co. Societate anonimă. 1848-1923*⁵⁷, *Cercetări asupra orașului Constanța. Geografie și istorie*⁵⁸, *Banca Agricolă. Raportul Consiliului de Administrație și al Censorilor la Adunarea Generală Ordinară din 9 februarie 1897*⁵⁹ and others.

The accumulation of private capital in Dobrogea after 1878 attracted the installation in the province of different banks (National Bank of Romania, General Bank, Agricultural Bank, Marmorosch Blank Bank) and a large number of popular banks. The development of the existing operations in the harbour cities of Dobrogea also determined the increase of the capital of the banks, through the deposits of the companies that had funds. Of course, these values were relatively small compared to the banks in Bucharest, but they nevertheless contributed to encouraging local agriculture and industry.

Due to the facilities which the infrastructure of Constanța benefitted from, the number of banks and joint-stock companies that chose to open branches here was higher than those that had agencies in other localities. The three existing credit institutions in Tulcea (National Bank, Agricultural Bank and Marmorosch Blank & Co. Bank) could not meet the credit needs here, due to organizational reasons or due to the restrictions imposed by the management, and the county economy was affected by this shortcoming.

Two important institutions that were active in Dobrogea were the Agricultural Credit

⁵⁵ Dumitru Șandru, *Creditul agricol în România (1918-1944)*, București, Editura Academiei R.S.R., 1985, 180 p.

⁵⁶ *** *România 1866-1906*, introd. de I. N. Lahovari, București, Atelierele grafice Socec & Co., 1907, 464 p.

⁵⁷ *** *Banca Marmorosch Blank & Co. Societate anonimă. 1848-1923*, redactat de un comitet sub președinția d-lui I. Boambă, Cultura Națională, f.e., f.a., 160 p.

⁵⁸ Marin Ionescu-Dobrogianu, *Cercetări asupra orașului Constanța. Geografie și istorie*, București, Tipografia și Fonderia de Litere Thoma Basilescu, 1897, 94 p.

⁵⁹ *** *Banca Agricolă. Raportul Consiliului de Administrație și al Censorilor la Adunarea Generală Ordinară din 9 februarie 1897*, București, Stabilimentul Grafic I. V. Soecu, 1897, 23 p.

and the Vinicultural Credit House. After the reorganization of the Agricultural Credit in 1892, the Romanian state paid a capital of 20 million lei in the first section, and the farmers and agricultural industrialists benefited from loans up to 1.000 lei with an interest rate of 10%, for a term from 3 to 9 months. The second section, with unspecified capital, provided advances to the villagers in order to cover the subsidies for the first installation expenses on the estates sold to them by the government under the *law for the alienation of state's goods and the buyback of long lease* (1889). The Vinicultural Credit House granted loans to the vineyard owners destroyed by the phylloxera, for the purpose of replanting.

The loans granted by the banks have greatly alleviated the critical situation of the poor part of the population, which until then was at the hands of the pawnbrokers. From substantial loans, granted by the Rural Land Credit in the long or short term, benefitted the big land owners in Dobrogea; for the repayment of the debt, they paid a fixed amount annually.

In 1913, about 100 financial enterprises were operating in Constanța county, with a total capital of 3.619.870 lei. In the same year, there were 62 popular banks in Tulcea, with a total of 11.444 members.

The banks made a significant contribution to raising the province from an economic point of view, because they did not grant loans only in the field of agriculture, but also in the industrial and commercial sectors.

In 1910, the Chamber of Commerce and Industry in Tulcea approved the establishment of an information bureau for the guidance of individuals regarding the activities and the commercial market.

The general conclusion that emerges from this paper is that Dobrogea aroused the interest of the authorities of the Romanian state and of the Romanian and foreign entrepreneurs, mainly due to the wealth of resources and the possibilities of usage. Even though at the beginning of the Romanian administration there were some differences in the way the province was organized, we could observe that in 1913 the integration in the process of economic development of modern Romania was complete.

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