

**„OVIDIUS” UNIVERSITY, CONSTANȚA  
DOCTORAL SCHOOL OF HUMANIST SCIENCES  
HISTORY**

**CITY OF CONSTANȚA  
BETWEEN 1918-1948**

**SUMMARY**

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## **SUMMARY OF THE DOCTORAL THESIS:** **„CITY OF CONSTANȚA BETWEEN 1918-1948”**

Key words: Constanța, city, 1918-1948.

Why a monography of the city of Constanța during 1918-1948? Although, it has a millenar history, the city of Constantza does not possess a monography integrating its whole existence. There are some monographies or monographical sketches, like the one belonging to Livia Buzoianu and Maria Bărbulescu with „*Tomis, Archaeological and Historical Annotation*”, released at Ex Ponto Publishing House in 2012, being an archaeological study dedicated to the city of Tomis. The medieval, byzantine period is included into the monography belonging to C. Boncu and N. Boncu, in „*Constanța contributions to the history of the city*”, Bucharest, Litera Publishing House, 1979. A monography regarding modern times is done by Ionescu M. Dobrogianu in the monographic paperwork, „*Tomis-Constanța. Monography*”, at „Lucrătorii asociați” publishing house in 1931, and Doina Păuleanu, „*Constanța. 1878 – 1928, Performance of late modernity, vol. I – II*”, București, „Arcade” Publishing house, 2006. The authors’ researches represent a retrospection of the past and bringing the city modern history at present times. The everyday life of Constanta inhabitans at the end of the 19<sup>th</sup> century and the beginning of the 20<sup>th</sup> century can be found in the doctorate thesis “*Everyday life in Constanta*” (1878-1918), held by Paul Dominte în 2011 at Bucharest University, Faculty of History. The interval 1918-1948 is a sequel of the city research after war hardships until the establishment of communism. The coordinating professor of the doctoral project is also concerned with developing monographies on historical periods to create an extensive monography. In order to achieve this monography, there took place different searchings: *bibliographical searching* (books<sup>1</sup>, atlas<sup>2</sup>, monographies<sup>3</sup>), *maps*<sup>4</sup>, *analysis of statistical data* (annuaries<sup>5</sup>) and *shifting documentation*.

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<sup>1</sup>Stoica Lascu, *Constantza Inter-war Marks and Romanian Seaside*, in Dobrogea Historical Studies. Supervisor: Univ. Prof. Doctor Valentin Ciorbea, Constanța, „Ovidius” University Press, 2003; see, Doina Păuleanu, *Constanța. Adventure of An European Project*, Ex Ponto Publishing House, Constanța, 2003;

<sup>2</sup>\*\*\* *Dobrogea in Ottoman Cartographic Resources ( XVI-XIX centuries)*, ed. by Coman Virgil (coordinator), Yenikale Ahmet, Ethnological Publishing House, Bucharest, 2015;

<sup>3</sup>M. D Ionescu, *Tomis-Constanța. Monography*, Constanța, „Associate workers” Publishing House, 1931; Mihail Măldărescu, *Aspects of the History of Constantza*, „Young Dobrogea” Newspaper Printing House, Constanța, 1935;

<sup>4</sup>Ioan Dobrescu, *Main PhD Supervisor* (surveyor engineer), *General Plan of the City of Constantza, 2nd Edition, after the last last official information, with the last plots where there were indicated the plots of land*, June 1921, scale 1./6500;

<sup>5</sup>*Statistic Annual of Romania, 1922, Ministry of Industry and Trade*, Statistics General Manager’s Office, Bucharest, Royal House Printing House, F.Gobl Fii, 19, Royal Street 19, 1923.

Regarding certain fields, there have been published paperworks, like for instance those on capitalization of the harbor of Constantza. Thus, in 1997 Valentin Ciorbea wrote “*Constantza Harbour from Antiquity to the 3<sup>rd</sup> Millennium*”, issued at „Europolis” Publishing House, from which the reader can learn about the evolution of Constantza harbor since its settlement until today. Another approach about the role of this harbor within foreign trade is expressed in the paperwork “*Constantza-International Harbor. Romanian Foreign Trade in the Harbour of Constantza (1878 – 1939)*”, issued at „ Cartea Universitară” publishing house, written by Mariana Cojoc. Moreover, in the thesis I quote some experts in archives ( C-tin Cheramidoglu and Nicoleta Grigore), who harnessed documents in a popularization journal (Police Impact).

The bibliography is completed with materials quoted in the paperwork: albums, biographies, geographical or legal paperworks that I found and I used in the achievement of the doctoral thesis.

I took over some general information concerning the topics from the works of some renowned authors.<sup>6</sup> I also used sources through analysis and capitalization, with the purpose of giving objective information, for every approached aspect.<sup>7</sup> Archives remain the main resource for elaborating and sustaining the doctoral project. The existent sources open opportunities to real causes and premises that remained the foundation of the research concerning the city of Constantza between 1918-1948. The source background of Constantza Townhall (1878-1950) represents the foundation of really original information. In the researched files, we can find texts, tables<sup>8</sup>, sketches, pictures and plan-maps<sup>9</sup>. There are files whose research has not been signed, except the person that archived or did the micro filming. In others, there are signatures belonging to historians like Virgil Coman, Constantin Cheramidoglu, Marian Cojoc, Paul Dominte, Marian

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<sup>6</sup>Marian Moise, Old Constantza, *Necessary Restorations*, Menora Publishing House, 2001; C. Boncu, M. Natalia Boncu, *Constanța, contributions to the history of the city*, Bucharest, Litera Printing House, 1979; Scarlat Huhulescu, *Constanța: Yesterday, Today, Tomorrow. Tomis, Kiustendje, Constanța*, Constanța, „Lucrătorii Asociații” Printing House, 1934; Doina Păuleanu, *Constanța. 1878 – 1928, The Performance of Late Modernity*, vol. I – II, Bucharest, „Arcade” Publishing House House, 2006; Livia Buzoianu, Maria Bărbulescu, *Tomis, Archaeological and Historical Review, Museum of Archaeology and National History*, Ex Ponto Printing House, Constanța, 2012; Adrian Rădulescu, Stoica Lascu, Puiu Hașotti, *Constanța. City Guide*, Bucharest, „Sport-Turism” Publishing House, 1985;

<sup>7</sup>I put together information found in the archive with documents from the district library: „ *Dobrogea's Annals*”, „ *Young Dobrogea*”, „ *Dobrogea Archive*”, „ *Farul*” „ *Cuget Liber*”, etc. ;

<sup>8</sup>Tables include economical, demographical situations, etc.;

<sup>9</sup>Cadastral surveys on the City of Constantza lots discovered in Townhall of Constantza Archive (1878-1950), file 31/1935.

Moșneagu and others. There are about 700 files with references to the studied topics. Statistics-tables divided on days, months or years represent a part of the way of introducing information concerning the researched topic. Essays, different notes, copies of the Townhall Council reunions and later on of the municipality, requests, complaints and different findings complete original resources.

Among important and studied backgrounds we can name County School Inspectorate from Constantza ( 1919-1951), Cadastral Inspectorate (1882-1949), General Administration Inspectorate (1941-1950), etc. My thesis is structured in three chapters. The first chapter, called „*Tomis-Küstendje-Constanța- a millenary history (the 6th century B.C.-1918)*” is the introductory one. The four subchapters include the image of Constantza from establishment until 1918. Thus, the main analysis of the researched topic from the first subchapter began with the natural and social-economical conditions the contributed to the settlement and development of the city of Constantza, with thorough study of specific issues and exchanges between natural geographic and structural and urban part.<sup>10</sup>

The interval between the 6th century-1878 is researched in the second subchapter by emphasizing the most important events from the life of the city. On November 23rd 1878, Constanta returned to Romanian administration and this was the starting point for modernization , aspects included in the third subchapter. „*Constanța in The Great War*”, had to endure a lot<sup>11</sup>, this topic being approached in the fourth subchapter and so we reach the second chapter of the thesis called „*Urban Development*”. **The 2nd chapter** involves 9 subchapters. The first subchapter „*City Restoration after Romanian Authorities Return*”, we intent to research the situation of Constanta city and the way it rebuilt after 1918, when we can notice a change through politics mechanisms and of some direction in problem approaching<sup>12</sup>. Dynamics of social-economic activities through adapting to the new economical conditions but also to the new requests of local and community development allowed some processes of conversion and

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<sup>10</sup>Gheorghe Vlăsceanu, Ioan Ianoș, *Cities of Romania*, Odeon Editorial House, București, 1998, p. 69;

<sup>11</sup>Valentin Ciorbea, *Dobrogea Situation between 1916-1918 in Epoch German Historical Resources*, article appeared in „*Dobrogea during the Great War*”, coordonators Univ. Prof. Doctor Valentin Ciorbea, Dr. Corina Mihaela Apostoleanu, Dr. Delia Roxana Cornea, Top Form Publishing House, Bucharest, 2017, p.270;

<sup>12</sup>\*\*\* *Constanța After War*, Dobrogea Glory, 1, no. 30, June 14th, 1926, p.1; Virgil Andronescu, *Constanța Tomorrow*, in The Black Sea, 3, no. 19, September 6th, 1925; A. Demetriad, *How Constantza should be regarding Systematization*, in Dacia, 13, no. 115, May 30th, 1926.

reconversion<sup>13</sup> of the city and this will be included in the second subchapter called „*Economics-major element in the local activity*”.

Analysis of economical activities underlined a local significative dynamics. Urban transportation<sup>14</sup> involved establishing an efficient and quality local public transport. The residential urban environment emphasizes a historical heritage of the city but also peculiarities of some distinct ways of life. These aspects are investigated in the third subchapter called „*Demography*”. Transition times caused by war ending and the contribution through investments in economy played an important role in the city demography involving census activities<sup>15</sup>.

In the fourth subchapter “*Achievements in the urban plans*”, through available information, we want to highlight the involvement of administration in the process of water supply for the city inhabitants, but also facilities and electrical energy consumption and public lighting<sup>16</sup> but also roads and streets rehabilitation<sup>17</sup>.

As long as the police, firefighting services and county police, the press used to give information about them<sup>18</sup>. „*Education development*” represents the 5th subchapter, in which we propose to highlight the level of school education during these times. „*Health*” is the sixth chapter approaching public health, but also local administration’s concern for building and supplying dispensaries and local hospitals with materials and instruments necessary for the patients’ care and curing different diseases<sup>19</sup>. Economic crisis did not stop “*Tourism*”, a topic

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<sup>13</sup>\*\*\* *Activity of Labor Force Placement*, in „Economical Dobrogea”, 46, no. 18, March 15<sup>th</sup>, 1935, p. 4; see file 25/1925 Constanța Townhall Resources (1878-1950) (S.J.A.N.C), where different services were requested.

<sup>14</sup>Al. Demetriad, *Problem of Transportation in Constanța*, in „Dacia” 14, no. 13, January 19<sup>th</sup>, 1927, p.1; Ioan Berberianu, *Establishment of electric tramcar in Constanța*, in „Liberalul Constanței”, 6, no. 2, January 30<sup>th</sup>, 1921; *Concession of bus transportation in Constanța*, in „Young Dobrogea”, 31, no. 131-132, June 11<sup>th</sup>, 1935, p.1;

<sup>15</sup>\*\*\* *Instructions to Census Organization in Villages*, in „Te Monitor of Constantza District”, 38, no. 30-31, December 29th, 1920, pp.3-6; see, *How many inhabitants does Constantza have?*, in „Dacia”, 14, no. 109, May 20th 1927, p.1; For a better acknowledgement of the number population, it was necessary to organize a census including the structure and density of population. National census: 1930, 1941 and 1948 and locally, in 1927;

<sup>16</sup>\*\*\* *Lighting in Constantza City*, in „The Black Sea”, 5, no. 197, June 20<sup>th</sup>, 1928, p.1; see, *Electric Lighting in Constanța*, in „The Black Sea”, 9, no. 39, December 11<sup>th</sup>, 1930, p.1; see, *Modernization of Electric Lighting (Constanța)*, in „Dacia”, 18, no. 69, May 9<sup>th</sup>, 1931, p.1;

<sup>17</sup>I. Berberianu, *Bituminizing in Constantza*, in „Liberalul Constanței”, 7, no. 24, August 27<sup>th</sup>, 1922, p.2; see, *Constanța Today*, in „The Black Sea”, 3, no.129, January 30th 1926, p.2. Streets situation;

<sup>18</sup>\*\*\* „*Young Dobrogea*”, published in number 28, year XVII, in 1923, aspect on the project concerning police organization; see, *Police Press between the Wars*, in „Police Impact”, year VII, no. 99, Published by Foundation Public Order Constanța, March 2011, p.8;

<sup>19</sup>Vasile, Sârbu, Dumitru, Unc, *History of Medicine in Dobrogea*, vol.I, Ex. Ponto Publishing House, Constanța, 2010;\*\*\**Healthcare Activity in Constantza*, in „The Black Sea”, 2, no. 59, October 22<sup>nd</sup>, 1924, p.2; see *Hygiene Council Activity*, in „Dacia”, 19, no. 12, January 31<sup>st</sup>, 1932, p.4; nr. 78, July 31<sup>st</sup>, 1932, p.4.

explored in the seventh subchapter. Authorities looked for solutions for modernization and bringing supplies to the beaches temă, with the purpose to attract tourists and increasing budgets.

Through the subchapter „*Constanța between 1941-1948*”, we want to describe the city situation during World War 2, mainly through the events from August 23rd 1944, Rearadmiral Horia Macellariu<sup>20</sup> played an important role in the city salvation but also the passage the new political regime, communism, topic analyzed in the eighth subchapter of the second chapter. The political context of Constantza City from those times offers a picture of the political parties organizations<sup>21</sup> with intense electoral campaigns, with reunions and public manifestations with the purpose to attract votes and of the representation in Parliament, visits of the leaders, desire to dominate local administration through local campaigns, fusions according to the political interest of the moment, politicians passing from one party to another, introducing electoral offers to the citizens through propaganda supported by own press, highlighting a transforming society, the topics of the last subchapter of the 2nd.

**The 3rd Chapter „Everyday life”** tackles with the way Constantza inhabitants used to spend their sparetime through cultural, religious and sports activities<sup>22</sup>, walkings in the open air, etc. Cultural activity is also held in libraries<sup>23</sup>, theaters, cinemas<sup>24</sup> and athenaeums<sup>25</sup>. Sports develop by involving the city townhall and sports activities that led to the development of different sports fields that needed different sports facilities, specialists, staff, financing. etc.

Thus, in the city there appear the following football teams: Victoria, Elpis, Slavia, Săgeata, Turkish Community team, Armenian Community team, Greek Community team or that belonging to high school students. Among different practiced sports we can count küresh, volley, swimming, rounders, gymnastics, running, basketball, rugby and water sports.

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<sup>20</sup>Valentin Ciorbea, *Rear-Admirall Horia Macellariu (1894-1989), Autobiographies from prison Miscellanea*, Romania Scientists Academy Publishing House, Bucharest, 2016, p.11;

<sup>21</sup>Idem, *Activity of Dobrogea Organizations of Burgeois Political Parties between 1918-1921*, in „Historical Research (new series) IX-X”, Moldavia History Museum, Iași 1978-1979, p. 467; see, Ioan Scurtu, *Romania History between 1918-1940. Political Regime Evolution from Democracy to Dictatorship*, Didactical and Pedagogical Publishing House, București, 1996;

<sup>22</sup>Florin A., *Culture and Civilization*, in „Dacia”, 15, no. 110, May 30<sup>th</sup>, 1928, p.1 and no. 111, May 31<sup>st</sup>, 1928, p.1; see, *Constanța, Cultural Center*, in Dacia, 18, no.187, December 23<sup>rd</sup>, 1931, pp.1-2;

<sup>23</sup>I. Fatoiu, *Everything on District Library*, in „ Young Dobrogea”, 32, no. 182-183, August 15<sup>th</sup>, 1936, p.3; see, *District Library Activity in Constanța*, in „Young Dobrogea”, 34, no. 125, July 29<sup>th</sup>, 1938, p.1;

<sup>24</sup>Florin A., *Cinema, Theater and Book*, in „Dacia”, 15, no. 54, March 10<sup>th</sup>, 1928;

<sup>25</sup>\*\*\**Activity of the Atheneums in Constantza*, in „Young Dobrogea” 25, no. 19, January 25th, 1929, p.1; ; see, *Cultural Activity in Constanța*, in „ Constanta District”, 15, March 3<sup>rd</sup>, 1942, p.10.

Ethnic and religious mosaic<sup>26</sup> is present by using Romanian, Turkish, Greek, Armenian, German languages and this environment is supported by religions like: Orthodox, Muslims, Armenian-Gregorian, Roman-Catholic, Mosaism, Lutherans.

Media (Newspapers) reflects society in a time when other mass information means did not exist and surprises the city in its pages by article publications in newspapers, journals and reviews and periodical magazines<sup>27</sup>. World War I, meant activity ceasing of some newspapers<sup>28</sup>, but also the issue of other more, with a lot of journal involvement in article writings that give details on national problems and mainly the local ones, topic presented in the IIIrd subchapter.

The years following 1918, meant a change in the city evolution, started by the politics mechanisms, through some new directions of approaching the city issues within the same unique development process. The process of urban evolution during 1918-1948 allows us to face aspects which, for Constantza, across three decades meant a new economical, political, social and cultural system, the process of urban evolution being continuous, complex and synergic. The evolution of the city is a process that ensured an emphasized dynamics within the urban space of Constantza.

This is sustained and motivated by the transformations from the local economy but also in the social, political and cultural fields. The development of the city of Constantza is affected by foreign conditions and environment. Constantza is mostly known as a city that perfectly adapted to the hardships of transition. During The Great War and in the following period, as a result of the damages we witness a diminishing of economy, mainly that concerning the harbour and also a stagnation of the territory development of Constantza. After the war, there comes a recovery period as the harbour restarts its activity, the city will encounter a rapid increase of the work force. Expansion and modernization of the port due to the Great Union from 1918, increase of the cargo trade, as well as the passenger traffic, but also the development of industry and railway transportation transformed Constantza in a powerful center of attraction and concentration of the active population, the number of the inhabitants increased dramatically, at

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<sup>26</sup>G. Ilinoiu, *Religious Cults in Dobrogea*, in „Dobrogea Annals”, 9, no. 1, 1928, pp.585-639.

<sup>27</sup>*Dobrogea Annals* (Journal of Dobrogea Cultural Society), year I, nr. 1, „Dacia” Printing House, 1920; *Dobrogea Annals*, year VIII, Cernăuți, 1928; *Dobrogea Archive*, vol. II, no. 2, April-June 1919; *Cuget Liber* (1944), etc.;

<sup>28</sup>Dumitru-Constantin Zamfir, Octavian Georgescu, *Press (Newspapers) in Dobrogea, Bibliography reviewed and annotated*, Constanța District Library, 1985.

the same time with territorial development. Harbour planning started before the Great War, under Anghel Saligny's supervision amplify after 1920.

At the same time, there is a harbour massive goods traffic, mainly exporting, oil export and oil products by bringing oil storage tanks. Thus, in 1927, the trade in the port of Constantza overcame that from Brăila and Galați.<sup>29</sup> It is also arranged the storage area and the trading activity intensifies. The industrial area of the city with the first cores towards west keeps developing, mostly alimentary industry through a big number of craft workshop, along the railway Constanța-Cernavodă, so, in the year 1938 some industrial objectives are located up close to Palas station, in the outskirts of Constantza.

The balnear and touristic function intensifies by building the main District Pavilion (1936) and the Grand Rex Hotel (1938) in Mamaia<sup>30</sup>. The development or amplification of economical functions meant an increase in number of the active population, resulting in dwelling requests with direct consequences upon the newly built area and territory development. Between the two world wars, the city expansion increased with the development of new neighbourhoods or filling up some free spaces across the main thoroughfares towards Hârșova, Medgidia and Mangalia. Another expansion of the city was made in the west of the city (Murfatlar Street), where there will be built warehouses and small industry.

The city knows a rapid expansion towards north where the grounds offered by the two levels of terraces were fertile and on large areas, but also along the seaside. Now there is the connection with Tăbăcărie district. A good part of the newly arrived population established here and as a result, the peninsula area was crowded and as a result, the development of the balnear resort, Mamaia Băi. During the wars, the territory development culminated on September 1925 when by The High Royal Decree, no. 2.465 concerning the administrative territorial reform, the city of Constantza is declared a municipality, starting with January 1st 1926<sup>31</sup>. By this new law, the activity of the townhall expanded and included near popular localities, Mamaia Băi balnear resort, Tăbăcărie district, Anadalchioi villages with Coiciu neighbourhood, Elena Movilă, I.C. Brătianu, Palaz, Medeea, Viile Noi and Km. 5, making up one territory, including the old peninsula city from north to south like an arch like belt with its concave part to east.

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<sup>29</sup> \*\*\* *Export through Constantza Harbour, November 1927*, in „Informer”, 1, no. 15, January 1928, p.16;

<sup>30</sup> Nicolae Otescu, *Seaside, REX Hotel*, Bucharest, „Bucur Ciobanul” Printing House, 1942, p. 22;

<sup>31</sup> District Service of National Archives in Constanța, Constanța Townhall Resources (1878-1950), file 7/1926, f. 42.

The populated close territories added to the municipality 12.000 souls, the total surface tripled, reaching 6.205 hectares, out of 120 ha, included the harbour basin and the city itself with all its buildings and empty territories occupied only 1.900 ha. Constanța was included in the range of big cities, covering all the requests. Being the period with the greatest territory expansion, we must show that the city involved natural limits, quite well outlined in the East part, but also variable conventional limits, in the other parts.

The Black Sea seaside outlines the natural border with Mamaia Băi resort in the north part and the former village, now a suburb, Km. 5 in the South, pe o distanță, on 19 km between extremes, out of which Mamaia Băi, beach area had 8 km. To the west part, the built-up area was outlined by a fragmentary way reuniting Mamaia Băi resort, close to the south of Siutghiol lake that included Anadalchioi district, with Coiciu neighbourhood, up to the intersection of the railway and the road Constanța-Cernavodă<sup>32</sup>. The south and south-west limit was formed by the suburbs Palas, Viile Noi, Km.4-5 and Km 5.

The territory development, in accordance with general and particular causes of the economic evolution of the municipality, mainly has the footprint of the microrelief, the territory development being determined by the evolution of economical functions and number of inhabitants, with respect to historical and political conditions. The analysis of different aspects brought in by the territory evolution and its functional areas prove their reciprocal influence. The fact that The Townhall disposed of different grounds for industrial branches allowed initiatives from entrepreneurs that wanted to build factories that offered all sorts of opportunities on the market<sup>33</sup>. These initiatives were investments that offered jobs to citizens, connection to cargo transportation provided on intern and international markets from the maritime harbour, which

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<sup>32</sup> S.J.A.N.C., *ibidem*, file 6/1918, f. 163;

<sup>33</sup> We give some examples: S.J.A.N.C., Constanța Townhall Resources (1878-1950), file 23/1921, f. 16; petition no. 474/1921 belonging to Gh. Stănescu, in which he asked for 4000m., to build a factory and to have bees. The commission approved at the price of 2 lei m.p., on condition that in 5 years to build the factory, otherwise the lot was taken by the Townhall; petition no. 475/1921 of the chemist Haralambie Tomescu for a lot of 3000 m.p. where to build a factory of chemical products. Petition no. 1634/1920 belonging to Tașcu Popa Gogu in which he asked for two hectares for a factory of pressed brick. *Ibidem*, file 14/1920, f. 39, C. Papaantoniu's petition, in which he asked to be sold a lot of 4.000 m.p. in 10 rates, on the riverbank of Tăbăcărie Lake and situated between the streets Mrs Florica ( today Primăverii Street) and Chilia to build up a farm; Gh. Nijloveanu wanted 4 hectares and ½, situated on the riverbank of Tăbăcărie Lake and Cărămidari, Soveja and Mrs. Florica Streets, for tile and terracota factory; Maria I. Dobrescu wanted the cultivating, gardening and pasture fields from Anadalchioi, on the riverbank of Tăbăcăriei Lake that he rented with an area of 9 hectares, forming square 328 lot 11 and for which he paid the annual of 977 lei and 60 bani.

involved modernization and expansion. As a result, foreign companies and banks<sup>34</sup> start to develop their activity contributing to the city income. The territorial evolution of the city imposes some solution to public transportation made through public auctions and being given by concession to a Company, like „The Arrow”<sup>35</sup>, which according to the assignement notepad was supposed to serve the population of Constantza. The construction of the airport<sup>36</sup> was an important moment in the city life, which had a lot of damages because of bombing.

The economic function contributes to the number of population and the built area. When analyzing in detail the elements that we have today, we can notice that, concerning general development and especially the territorial evolution and the formation of the street texture, an important role was played by the commercial roads heading to the harbour piers, a turning point of geographical convergence. After the Great War, it was established the general pattern of the municipality, surrounding the initial center (the region built until the beginning of the 19th century and its concentric area, developed and updated until World War II. There is already a central point within the city called then The Independence Square, the base for six main street, like a star.

If building authorizations given by the Townhall included a series of restrictions concerning alignment, height, façades, the materials used, we mention that the municipal administration did not care if there were houses or hovels built, the most important was respecting street alignment. Even in Independence Square and its neighbouring streets where there were demolitions, the municipal administration were supervising street alignment. However, street texture in the continental area of the municipality presented a rectangular system with regular shape. An important role in determining street texture was played Carol I Street and Ferdinand Avenue. The south and north streets come perpendicularly on Carol I Street and the ones from east and west, perpendicularly on Ferdinand Avenue. An exception was the peninsula area where street density was bigger and did not involve an unitary, regular system. The outskirts of the Constantza were gone through from north to south in all its length on Queen Mary Avenue, which by its positions seemed to be located on a main axis and the railway that was next

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<sup>34</sup> O. Văleanu, *Credit Institutions in Dobrogea*, in Dobrogea, Fifty Years of Romanian Life (1878-1928), national Culture Publishing House, Bucharest, 1928, p.569;

<sup>35</sup> \*\*\* *Assignement Notebook for Concession Transportation in Constanța*, in „Constanța Communal Monitor”, no.8, February 26<sup>th</sup>, 1935, pp. 26-31;

<sup>36</sup> \*\*\* *Building of Constanța Airstation*, in „Dacia”, 20, no. 29, March 26<sup>th</sup>, 1933, p.4; see, *Airstation Building*, in „Young Dobrogea”, 29, no.137, November 15, 1933, p.1.

to the boulevard to its outermost part to the port is divided connecting with the Railway Station<sup>37</sup>, with port and railway Constanța-Cernavodă. Constanța City is crossed by Carol I street, which is a straight road coming from the north of Dobrogea Plateau directly to the port, crossing the peninsula like a longitudinal axis.

A second radial road, Murfatlar Road comes from the west of Dobrogea next to the railway up to Ștefan cel Mare Square ( Kaufland). As an isolated, radial road Mangalia Road connected Constantza to the new balnear resorts of the seaside and represented a start for the future extension of the city to the south. These three radial roads are slantingly intersected by short streets concentrically to the port area, as belt lines that connected to the great radial roads forming three areas of stellar radial intersection. An important issue to find and organize other belt lines or connection between great radial roads referred to mistakes made in building up districts, according to simple plans and unaware of the needs of the city in general and of districts in particular.

The neighbourhood of great industries, situated in the most profitable part of the future municipality, is the only part where the way size and parcelling allows the development of an ideal urban planification. We must mention that the city organization might not be accomplished because Terminus Railway Station and its lines were in the center of the city, closing the roads towards the harbour. The heads of the city from that time refused to move the railway station from the city center and this involved some negative aspects fro the city development. In 1921 it was established a cadastral plan<sup>38</sup>, and in 1940 it was developed the first urban plan<sup>39</sup> of the city. World War II break out meant extreme suffering for Constantza due to bombing as well as the establishment of a new political regime, communism. Păstrând o notă de optimism este necesar să arătăm că perioada interbelică reprezintă una din etapele cu o mare operă de refacere a Constanței, edilii de atunci reușind câteva remarcabile realizări și performanțe constructive în folosul municipiului, trecând peste perioada de redresare de după război și peste criza economică din anii 1929-1933.

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<sup>37</sup> \*\*Constantza Railway Station in Getting Bigger, în „Marea Neagră”, 6, no. 123, March 16<sup>th</sup>, 1929, p.1;

<sup>38</sup> Ioan Dobrescu, Main PhD Supervisor (surveyor engineer), *General Plan of the City of Constantza, 2nd Edition, after the last last official information, with the last plots where there were indicated the plots of land*, June 1921, scale 1./6500;

<sup>39</sup> Constantin Cheramidoglu, 1940. *First Urban Plan in Constantza, in Danube and The Black Sea*, in Euro-Asian Space. History, political relations and diplomacy VI, Romanian Navy National Museum Publishing House, Constanța, 2018, p. 346.

Mayor Virgil Andronescu faced real expenses of a poor budget, with annuity payments, with eliminating traces of war, as well as ending works begun before the Great War. Skills and persistence from Constantza Municipal Administration were required to solve immediate issues. Virgil Andronescu, the mayor with the longest activity, with a remarkable work between the two wars, an outstanding intellectual, was four times mayor of Constantza and contributed to the development of a civilization climate in our city<sup>40</sup>.

Regarding the territorial evolution of Constantza, we notice that this was made during inter-war period, still relying upon the port-maritime function which contributed to the creation of the city and other economical functions. This function made that the city expand step-by-step the built up area, to diversify internal economical regions and to realize obvious urban progress. The touristic region developed along north-east seaside.

The importance represented by this area regarding tourism is emphasized by natural environment ( Duduia Beach, Modern Beach, Trei Papuci Beach, Tataia Beach), by many and outstanding cultural and archaeological objectives. We can also add Mamaia Băi resort, settled and developed during the wars, more exactly between 1925-1938, becoming a real escaping touristic oasis in summer months. The agricultural area was in the west and south part, like a half of a circle, with the opening to the east part. The households with diffuse surface were mixed with cultivated lots, vineyards and vegetable gardens. This area supplied the city, through local open-air markets, representing the everyday provision area. One of the biggest problem of Constantza Municipal Administration was to ensure drinking running water sufficiently and permanently.

The Water Plant with pumping station from Constantza was situated on Călărași Street and was supplied with water from Hinog-Dunăre and from Caragea-Dermen<sup>41</sup>. Public lighting during the Great War could be seen only in military units, where there was one engine in function, which at the beginning of 1921 got burnt. In 1928, it was built a new electric plant, designed to supply the tramcar, too<sup>42</sup>. In the times between the wars, it appeared The Firefighters Service and in January 1926, the firefighters were militarized<sup>43</sup>.

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<sup>40</sup> Constantin Cheramidoglu, *A Mayor from Old Constantza*, Virgil Andronescu, in „Police Impact”, year X, no. 106, Edited by Public Order Foundation from Constanța, October 2011, p.22;

<sup>41</sup> S.J.A.N.C., *ibidem*, file 68/1936, f. 35;

<sup>42</sup> \*\*\* *Electrification Process in the City of Constantza*, in „The Black Sea”, 5, no. 212, July 12th, 1928, p.1;

<sup>43</sup> S.J.A.N.C., *ibidem*, file 30/1926, f.1.

In order to clean the city, there were a number of cleaning service employees but also workers that had warehouses and devices necessary for a good functioning<sup>44</sup>. The tendency to develop the area up to the inclusion of the villages surrounding the city administration, was not a happy action, Constantza was already developed, with many streets, to be too organized.

Efforts of local administration and through passing the sanitation law, that included support, development and administration of sanitary settlements and works and social care tried to offer population safety regarding health protection. Political life during the times between the wars in Constantza can be described through a weak activity of political parties, existence and establishment of central parties subsidiaries, most of the times being noticed passing from one party to another in accordance to own interest<sup>45</sup>.

An important moment for seaside politics was represented by elections, so that we can notice that mayors were nominated from city counselors and among the three candidates, Ministry of Internal Affairs used to send the nomination resolution. In the city life, there appeared theaters, cinemas, libraries, sports are being practiced, more and more preoccupations for education reflect in schools construction. Ethnical diversity in Constantza is expressed through tolerance and understanding among them.

The urban environment of Constantza is enriched with newspapers, journals, that publish articles from different fields. The new municipality has reached 6.205 ha. The budget involved very high expenses due to the excessive expansion of the municipality through quite unhealthy peripheral buildings. The poor neighbourhoods did not have water supply and sewerage, not all the streets were paved or lighted and the cleaning and maintenance of the streets were quite impossible to achieve due to the fact that the city was so widely spread.

In order solving urgent issues of the city municipality, the mayor of the city had to be skilled and determined so to ensure a really urban development of this location. The budget foresight was supposed to include longer periods of time so that the urban achievements be away from lack of programs, explorations or arbitrariness existent within communal household. The process of urban evolution is not only positive effects generating.

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<sup>44</sup> \*\*\* *Constanța Municipality and Sanitation*, in „The Black Sea”, 5, no. 89, January 5th, 1928, p.1;

<sup>45</sup> Valentin Ciobea, *Political Life, Activity of Dobrogea Parliamentaries and Political Parties Organizations in Dobrogea Evolution between 1918-1944*, Contributions to Knowing Social, Demographical, Economical and Geopolitical Issues and of Military and Political Life, Ex Ponto Publishing House, Constanța, 2005, p. 307.

Even if the city development continues, the city still encounters particular aspects of transition and market economy, like poverty determined by limited financial resources in almost every field. The process of urban evolution utterly exploited the historical heritage of the city in different ways and depths. The city industry turns locally, regionally, nationally and internationally competitive, an aspect maintained by the success of the manufactured goods, these services contributing to the emphasis of spatial polarization degree through educational, medical, commercial and media services.

As we can see, the thesis relies upon a rich, varied and relevant bibliography, being used *archive documents*, mostly not published, *newspapers articles* between 1918-1948, *major specialty volumes* belonging to Romanian and foreign authors, *general paperworks* of national and universal history, *published documents and dictionaries*.

Mails, communication notes and all sorts of general notifications belonging to mayors and prefects played an important role for the city of Constantza and the annexes of the doctoral thesis particularizes and emphasizes some aspects between 1918-1948. We assume that this doctoral thesis its knowledge and research will bring into the scientifical field data, information, appreciations, clarifications and conclusions for an important period in the history of Constantza, that between 1918-1948.

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