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**ЧЕРНОМОРСКОТО ПЛАВАНЕ ЗА “УДОВОЛСТВИЕ” ПРЕЗ
ПЕРИОДА МЕЖДУ ДВЕТЕ СВЕТОВНИ ВОЙНИ ИЛИ
“КАК ЩЕ ПРЕКАРАМЕ ВАКАНЦИЯТА ПРЕЗ ТОВА ЛЯТО?”**

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**„PLEASURE” SAILING ON THE BLACK
SEA BETWEEN THE TWO WORLD WAR
OR “HOW DO WE SPEND HOLIDAY THIS SUMMER?”**

During the period between the two World Wars, Constantza harbour-city represented a beauty spot of maximum attraction for the ones being in holiday in summer time, as Bucharest inhabitants, torpid of 40 degrees centigrade.

I.Constantza harbour-city – general specific features

Demography

In 1965, Kingsley Davis made a distinct analysis between term of *urbanization* and *urbane development*, considering that we can talk about a concrete urbane development, deeming only demographic leap due to a migration from rural space to the one recent defined.¹ From this point of view we can consider Constantza in 1878–1939, like a city range amount an international classification of the urbanization process. Thus, in 1880 Constantza had 5.203 inhabitants in order that in 1914 population grew up to 27.662, being on the list of the first eight cities of Romania in accordance with number of inhabitants. In fact, after 1878 Constantza knew an important rural “migratory wave”, compared with other region of the country. This fact was in first place due to its functions – economic, especially *harbour activity* and *touristic-watering*. Demographic leap continued after World War I, thus as in 1939 number of inhabitants was of 61.660, the biggest number of population in urban milieu in Dobrudja. Considering thoroughly this aspect in keeping with 1939 census Romania had 18.052.896 inhabitants, Dobrudja, the province between Danube and Black Sea, had 811.332² and the smallest density of only 34,9 inhabitants/km² (biggest density was in Bucovina with 81,7 inhabitants/ km²).³ Dobrudja’s population that represented only 4,52% from total number of country inhabitants, with a number of 811.332 individuals was concentrated especially around cities. However, Constantza had a high degree of population number increase unlike 1910. The provinces with the highest percents of urban population were Muntenia (27,1), Bucovina (26,6), Muntenia (24,3). Dobrudja whad just 23,8.⁴ In 1930 Constantza had a number of 57.955 inhabitants and this together with floating persons, seasonal, reached at a number over 80.000.⁵ In spite of this Constantza exceeded only cities as Satu Mare, Sibiu, Târgu

Mureş, Cetatea Albă, Bacău or Bălţi, the other important harbours in 1930 having population as it follows: Galaţi-101.148, Brăila (permanent inhabitants)-68.310. In the same country capital Bucharest had 631.288 inhabitants.⁶ In accordance with census in 1930 in Constantza, the principal Romanian harbour, among inhabitants the highest number had Romanian population, followed by the Turks - 3.384 and Bulgarians – 1.1176. For Constantza county Romanians represented 66,2%, Bulgarians 8, 9%, Turks 6,8%, Tatars 6%, Germans 3,8%, Greeks 1,8%, Russians 1,5%. Anyway, within city the number of Greeks, Jews and Armenians, population with economic activities, was increasing, dwindling the number of Bulgarians (another particularity of Constantza demography was ethnic mosaic; that is why in 1878 Romanian nationality was on the fifth place in city population).

In 1934 Romania had a population of 18.913.713, in which 3.539.290 inhabitants represented urban population. This number increased during following years, reaching in 1936 at 19.319.330 inhabitants and among this urban population of 3.569.998. For the analysed period urban surplus was however lower than the rural one.⁷ Compared with other provinces Dobrudja had a small number of inhabitants in 1936.

In 1939, Romania's population reached at 19.933.802 and Constantza had 61.660 inhabitants (*Marea Land* was created on the basis of Law-Decree for Administrative Reform on August 13th 1938 with residence Constantza, in which were included counties – Constantza, Ialomiţa, Durostor, Caliacra, and had 1.063.067 inhabitants⁸), other big cities of the country reaching number of 68.475 inhabitants Brăila, 102.215 Galaţi, 649.564 Bucharest, 104.452 Iaşi, 112.147 Chişinău⁹. In Dobrudja high number of urban inhabitants was recorded in Constantza.¹⁰ Here the natural surplus in 1936 was one of the highest in Romania (9,5% at 1.000 inhabitants) after Bucharest¹¹.

Harbour

In fact, importance of Constantza city was given of Black Sea opening and in special of its harbour function.

Romanian state efforts in Constantza harbour infrastructure development, as a basis of sea trade, were in challenge with general-economic situation of the country between 1878/1914, at the beginning of the modernization, and confronted after World War I with economical recover difficulties or with international economic crash (1928–1933). In 1878, Constantza harbour was defined of a wood dock 170m length, protected from the open sea of a 200m long break water and a basin of 4 hectare¹², built of *British Danube and Black Sea Railway Company Limited*. These works together with the iron road Cernavodă-Constantza, have been redeemed of Romanian state in 1882 for 16.800.000 lei (harbour arrangements – grains warehouse, tools were almost 5.515.081 francs¹³). In 1934 total surface of Constantza harbour's platforms were of 142 ha. The surface of the dock was of 200.000m². For constructions and workshops was destined a surface of 720.000 m². Here added oil station, inside platform of 270.000 m², outside platform of the checking oil products of 90.000 m². The harbour enjoyed of four protection break waves, 36 berths besides four other of the Royal Navy. General basin had 56 hectare medium depth of 8m and oil basin of 42.000 m² with 9m depth.¹⁴

After the World War I total trade of Constantza harbour (imports-exports) increased and continued to develop in the same rhythm and for the analysed period, more precisely until 1937.¹⁵

In 1934 exports surpassed in an overwhelming measure imports, representing 98% from exported wares or imported through the principal harbour of the country (5.883.439 tones exports and only 120.335 tones imports). These phenomenon was constant for whole analysed period (with little exceptions, for entire mentioned period), and this proves that Constantza was pre-eminently a harbour destined country exports (especially oil). Has to be mentioned that in the same time other important harbours like Brăila had export in 1934 of 768.700 tones¹⁶.

Navigation

In 1895 in order to have efficient sea transport was created on the basis of a Royal Decree (April 28th 1895) Romanian Sea Service (R.S.S.). In 1934 Romanian Sea Service had seven navigation lines¹⁷, but before beginning World War II he number was reduced to five regular and one irregular:

– Line I – wares and passengers transport between Constantza-Istanbul-Pireu-Alexandria-Haiffa-Beiruth with motorship *Basarabia* and *Transylvania* (departure from Constantza Monday once at two weeks);

– Line II (since 1938, specially for emigrants) – Constantza-Istanbul-Pireu-Beirut-Haiffa-Alexandria, with *România* and *Dacia* ships, challenged bz Palestine Sea Line;

– Line III – Danube-Constantya-Malta-Napoli-Geneva-Marsilia-Barcelona with two mixed ships like *Ardeal*;

– Line IV – Danube-Levant – with two mixed ships like *Ardeal* and two cargo-boats;

– Line V – Danube – Aegean Sea with *Durostor* cargo-boat;

– Line VI, in fact an irregular line, served by *Carpați* and *Bucegi* ships.¹⁸

As a consequence between Romanian Sea Service (R.S.S), Romanian Railway and navigations foreign societies have been established: Romanian Direct Traffic – Oriental (RDT) with direct taxes between Railway stations and Oriental ports; for RSS loading and uploading point was Constantza harbour; Danube-Orient-Verkehr Traffic (DOV); for this we have to mentioned the conventions signed between RSS and navigation companies on Danube; for RSS ships in Romania important points was Galați; Polish – Romanian – Levantin Traffic (PRL) for transit from Poland to Galați and Constantza; Traffic for Northern and Central Europe and Orient (N.C.E.O.); passengers traffic with circular tickets on line Galați-Sulina-Constantza. Tickets price for first, second and third class at Romanian ships included and “food (without wine, mineral water and other drinks)”. Children between 4 and 12 years enjoyed 50% cut in price while theatre and music hall artists had a cut in price of 30%. Other cuts in price have been registered for “commercial travellers” – 20% emigrants and groups including at least 10 persons. For tickets bought, going and return the price was cheaper with 20% while families composed from three persons had a cut in price of 10% form going ticket. In analysed period continued passengers increase process entered in Constantza on ships with Romanian

flag. Thus, in 1934 form a total of 12.686 passengers entered 7486 were on Romanian ships (50%) and at the going out from 10443 passengers only 12.878, that is 32% (in 1933 entered passengers member on Romanian ships was of 9780 and going out 17.833). most passengers have been transported with SS ships on line Constantza-Alexandria. In financial year 1937-1938 cashed sum amounted to 55.142.025 lei, that is 95% from total passengers traffic. As a counterpoint the smallest sum have been cashed from line Danube-Aegean sea passengers, only 162.746 in financial year 1936-1937.

Indifferent of measures adopted by Romanian state for encouraging RSS, rivalry proved to be more and more serious. In Constantza harbour were effected at the beginning of the mentioned period different societies or foreign companies. Among this we remember runs made of: *Palestinian Society* on line Constantza-Istanbul-Iaffa-Haiffa and back Pireu-Instanbul-Constantza (run at 14 days).

– *Genova Company* on line Genova-Napoli-Pireu-Istanbul-Constantza-Danube and back (optionally Black Sea-Istanbul-Napoli-Barcelona-Massilia-Genova (a run at 14 days).

– *Lloyd Friestin Company* that possessed five lines: Line Adriatic Sea-Danube (Triest-Pireu-Salonic-Istanbul-Varna-Constantza-Danube and back, (a run at 14 days); Line Tirenian Sea-Danube-Genova-Pireu-Istanbul-Varna- Constantza-Danube and back (a run at 14 days); LineAdriatic Sea-Black Sea (via Corint Channel-Trieste-Pireu-Istanbul-Constantza-Russian harbours- Istanbul-Constantza-Varna-Istanbul (a run at 14 days); Line Tirenian Sea- Black Sea (via Corint Channel-Genova-Pireu-Istanbul-Varna-Constantza, leaving and back via Constantza (run at 28 days); line Tirenian Sea-Northern Sea-Genova-Pireu-Istanbul-Varna-Constantza and back, via Russian harbours at Black Sea (run at 28 days);

– *Company Ignatio Messina* with line Palestina-Constantza-Istanbul-Rodi-Haiffa -Iaffa-Port Said and back Haiffa-Rodi-Istanbul-Constantza (three runs in a month)¹⁹;

– *Gdynia – America, Polish Company*, represented in Constantza with one of its own three lines of regular services with speed and rich ships for passengers, wares and mail; Gdynia-Copenhaga-Halifax-New York and back; Line Gdynia-Dakar-Rio de Janeiro-Rio Grande de Sol-Montevideo-Buenos Aires and back; Line Constantza-Istanbul-Haiffa-Pireu-Istanbul-Constantza;²⁰

– *British Company Johnson* with Line America-Liverpool-Constantza -Galați – Brăila (possessed branches in Bucharest, Constantza, Brăila, Sulina and central office in Galați;²¹

– *French Company Fraissinet* with line Marsilia-Constantza.²²

A simple presentation of Constantza in the period between Two World Wars on the city harbour sizes leads to the conclusion that Constantza harbour defined itself as the most important harbour of Romania at Black Sea that sustained foreign trade of the country on sea especially between two world wars.

Simultaneous Constantza represented one of the first harbour from Black Sea area as we can see form the point of view of the many navigation societies taking action here. Even like that Constantza harbour no matter approached indicators was not able to compare with European harbours – Anvers, Rotterdam, Le Havre. Constantza was a harbour of medium structure and regional importance. Constantza was harbour through which

Romanian's foreign trade attended to find outlets, "gate" through which country wares were exported specially with foreign ships.²³

II. Black Sea holiday: tenders and temptations

If tomorrow morning we would wake up in Constantza of the period between World Wars would produce restlessness fashion, reduced noise of the cars. Electronic advertising or supermarkets absence. Otherwise, the some cosmopolite city harbour, the same ethnic "mixture", same difference between center and outlying district, and why not, same sea breeze.

As early as the final period of the 20 Century was established fact that departures "to baths, to sea" represented in fact a way to submit to free amour. Bucharest newspaper in summer issues presented modern chronicles about what was happening in Constantza. Commune note of the articles was given by the presence of the "acute flirt" aim of those came to sunbaths. "had been seen cases of ladies – Furnica in 1908 registered who became sterile after 5 or 10 years of marriage, and that after only two months spent on Mamaia beach could announce theirs husbands when returned home that could have a heir." The same article noted that "all flirts were committed in French; seasonal population speak only in French. In Constantza whole year is speaking Turkish, Greek and Bulgarian but in summer conversations are in French".

To get Constantza from Bucharest had to pass road "tortures" in a tram full of people that crowded on tight and uncomfortable passages. At the *Sea*, soft sand, swimsuit colours or summer entertainment made up for tiredness.

Public relations

An important concern of local city fathers in this period was beside others promotion of "Constantza watering place" endeavours to attract many Romanian and foreign tourists in conditions of almost absence of the resort. This was a conclusions after view of Varna, Bulgaria harbour at Black Sea, that had a detailed guide "perfect printed", available abroad.²⁴ In 1931, Graphic Arts institute offered to make "on vellum paper" the Guide of Watering Place Constantza "with 40 pages in 5000 copies and a price of 12.000 on 14.000 lei on exemplary. Another society which in every year made offerters for a guide was Armenian Society of Mail, Telegraph and Telephone with branches in entire country and "Luceafărul" Anonymous Society.²⁵ All this happened when Romania commercial attaché in Warsaw, C. Bălăcescu, asked watering and climatic service within work, health and Protection Ministry in 1931 as many as possible advertising, prospectus, booklets concerning Romanian resorts at Black Sea. From Poland too, Mitchiewici, the Director of Polish Commerce Chamber requested publications about some resorts but did not get response from Romanian authorities. At the beginning of the 1931 summer season advertising possibilities, emphasized that in Constantza "baths are modern, with sea baths, sun bath, mud and ill smelling" (...). On the beach there are 60 cabins for sea cold baths and sun baths, with duty of 10 lei without swimsuit and 15 lei with swimsuit.

Principal beach, *Mamaia*, six kilometers far from city is connected with this by rail-road with eight trams – 12 trams daily (...).

“A road well, maintained till the beach allows passengers driving cars and carriages *Mamaia* beaches had many cabins and installations, a beautiful park from gym and sports”²⁶. In resort at the first class restaurants was composed of: lunch with three dishes and deserts (fish soup, fish dish and a steak), dinner – grilled fish, steak and stewed fruit.²⁷

Year later on Radio Bucharest was announced in Romanian and German languages that: “Blue Sea, sun and clean air of our Constantza are tonic”. Municipality and watering and Climatic Commission Constantza surveys closely good living and resort prices. Ask for latest prospectus”²⁸.

Through specialized booklets or registering Constantza as a watering place in well known time guides, as *Bucarest et ses environs* elaborated by international Company Wagons Lits et des Grands Express Europeens, propaganda through international Company and Travel and Tourism Europe, with contacts. In Germany, Italy, Poland, Hungary, Yugoslavia, United States, British, Austria, Egypt or through Norddentscher Lloyal Bremen Society eined tourists attraction, especially those from Central Europe, in detriment of Varna. Thus in each season in Constantza number of visitors vary between 4000 and 5000²⁹.

In fact, *touristic side* of Constantza city increased its dimensions, number of modern events enhancing during season. Still in April mayoralty registered requests for theatre performs and fairs. This in 1931 Ion I. C. Brătianu mounted in Chilia Square a chains cradle for population fun near Easter and after this³⁰, while in *Tataia* park acted rustic celebration of the auxiliars sanitary personnel in city³¹ Teodor Fuchs, Royal Court pianist and artist Gogu Ștefănescu first tenor at Cluj Opera request Constantza Mayoralty spectacle hall at the beginning of summer 1931, without paying duties for performance because concerts had “national propaganda character”.³² On July 19th the same year too a trompt of famous actors of Bucharest National Theatre performed in Casino’s spectacles hall “admirable comedy – *Human that saw Death*” by Victor Eftimiu. In Casino the same for August 1931 was announced Literary Social for increasing monuments funds of kings Carol I and Ferdinand. In the programme were presented G.D. Mugur that lectured “great defunct Kings”, and Maria from Ventura theatre recited poems by Cincinat Pavelescu, Ion Marin Sadoveanu and Grigore Solceanu.

With the same propagandistic aim started in August 1935 for tourists arriving in summer in Constantza to be installed in Railway Station building “A tourists and commercial information office”.³³ Also was consolidated on the basis of High Royal Decree no.2107 on July 13th 1934 road Bucharest-Oltenița-Turtucaia-Silistea-Constantza, so that distance from Turtucaia to Constantza could be covered just in five hours.

Central and local authorities intensified advertising for Romanian seaside aboard editing booklets in different languages. Wagon Lits branch asked in 1935 94.300 lei for editing 15000 this kind of booklets, entitled Constantza et le Cote d’Argent.³⁴ Also at the beginning of 1935 summer *Little Antant Tourists Lloyd Publishing House*, settled at Praga, published “detailed informations about direct railway, navigation connections, planes and buses between the three states of Little Antant” [...] being “first practical undertake of touristic reciprocity”.³⁵ In April 1935 Chamber of Commerce and Industry

Constantza proposed completing advertising with conferences on radio or articles in central newspaper held or written by “personalities in medical, scientific and literary sphere”, also set up of two offices for watering climatic information (one of the Mayorality, other of the Romanian Railway) each with one cleric “well trained”, speaking different languages able to offer information about hotels, restaurants, prices or transport middle; as hotels we mention: *Palace*, with 120 rooms; *Bulevard* with 40 rooms; *Grand Hotel and Regina*; *Regal and Central*. Had to be open Archaeological Museum in Mayorality Palace. Starting with 1935 professor Constantin Brătescu classified existent material in sections; museum was open daily during summer and visited of almost 5000 persons. Were organize regular runs between Constantza-Mangalia-Silistra-Balcic with “medium prices for hotels and restaurants, clean and prompt service”³⁶.

Even like that with the occasional of international Samples market in Milano Chamber of Commerce and industry Sibiu emphasized that at Romanian pavilion touristic propaganda was “totally absent”.

Before World War II Constantza had two luxury restaurants *Mamaia* and *M. Canciovici*; first class – Funogea, 10th May, Luzana, Fr. Cerchino, Jubileu, Dor Mărunt, Vraja Mării, Central; second class – Adam Făgărașanu, Continental, Princiar, Voiajorilor, Nicu B. Ionescu, Gh. Bâtlan, Ionel Stoica, Vlaicu, Dumitru Moloș, Carul cu Bere sau Caraiman. The some classification on class was for pubs: *Grand* and *Mercur* first class, *Imperial*, *Square Pub*, *Rampa Odobești*, *Picadili*, *Iancu Diamandopol* and *I. Florescu* second class, while coffee houses *Speranța*, *Aero Marin*, *Internațional*, *Continental*, *Eokios*, *Gh. Aspolidis*, *Vraja*, *Gh. Popa* were of second class. Class difference was obviously when come about prices. Paradoxal, in the first harbour of the country, the most expensive food, luxury or not, were fish dishes, so for the entire analysed period “Constantza proved to be one of the most expensive city of Romania”³⁷.

In Constantza women were crazy for Tarzan

Arrived in Constantza you could visit or just admire “historic monuments” as they were defined of time authorithies: *Farul Genovez*, *Ovidius Statue*, busts of former mayors I.N. Roman and I. Bănescu, bust of poet Mihai Eminescu or “Tomis fortress wall with three towers”.

Another attraction for those one came at baths was theatre (Theatre *Elpis*, Cinema – Theatre *Tranulis*. There were and five halls for cinema: *Regal*, *Vox*, *Regina Maria*, *Trianon*, *Majestic*. In great demand in Constantza cinema houses were American movies produced of famous release houses: *Warner Bros*, *Metro Goldwyn*, *Paramount Pictures*, Movies with great success showed no more than 10 days repeating time to time or in different cinema houses.

Among movies with success on seasonal cinema “market” in Constantza we mention: *Rin Tin Tin Salvador*; *Fuga lui Tarzan*, *Răzbunarea lui Traian*, *Stan și Bran și tigani*, *Stan și Bran și testamentul*, *Stan și Bran și scotienii*, *Stan și Bran la Hollywood*, *Taras Bulba*, *Cei trei muschetari*, *Dama cu camelii*, *Sissy* and movies with commercial titles: *Spiritele nopții și corabia blestemată*, *Fiica lui Dracula*, *Stigoii*, *Crima din liniile Maginot*, *Nu mi-am ucis soțul sau Femeia diabolică*. In fact, as Tudor Arghezi emphasized,

movies mirage outran everything else. Every blond belived had irresistible charm of Mary Pickford, dark-haired women were convinced that look alike Pola Negri and then with Harold Lloyd or Rudolf Valentino.

Most of spectacles halls in Constantza were almost crumbling. Thus, ceiling of cinema *Majestic* had serious cracks and curves, threatening to fall over public, *Trianon* had a number much too big for hall capacity. In the same situation was cinema *Regina Maria* considered “a danger for visitors, for hygiene and public safe, being necessary reduction of under stage chairs number and completion toilets with porting walls and faience plates”³⁸.

Society Events

Bucharest Theater Companies or different other organizations and “committees” came to see for increasing funds during the year. Thus, in summer 1936, Theater Company *Prietenia Mării* composed by artists of Bucharest National Theatre organizes a whole spectacles succession in Constantza. Gogu Ștefănescu, lyric artist, first-tenor of Romanian Opera, performed a musical spectacle on 16th August with “selections from famous opera and melancholy Romanian folk song.”³⁹ High effect had “Romania propaganda” tour in Europa of primadonna Pia Igy, called “Romanians nightingale”. Artist performed at Communal Casino Constantza classic arias from Mozart, Donizetti, Strauss, Brediceanu, Mihăilescu-Toscani or Herescu.

On 17th of June 1937 Romanian Opera perform in public at Constantza *Tosca*. At Tranulis Theater on 11th November 1937 to commemorate 25 years since death great master of Romanian comedy, I.L. Caragiale was acted just once performance *O noapte furtunoasa* with N. Soreanu, Maria Giurgea, Eugenia Ciucurescu, Mircea I. Pelle, Ion Mortun, Tancovici Cosmin in leading parts⁴⁰.

In February 1937 an address of Domestic Affairs Ministry, Direction of state Administration informed Mayoralty Constantza that “national celebrations held even by official people perfunctory, thus for example in villages at the divine service attend teachers and pupils but other authorities are absent. Also in cities do not participate all authorities at Te-Deum and military parades. Announcing those later mentioned we have honor to please take serious measures that local authorities to attend all national celebrations and to organize this with proper pomp.”⁴¹ As a consequence with the occasion of “Romanian Youth Day”, fixed on 8th June, Domestic Affairs Ministry in agreement with Educational Office of Romanian Youth organized in 1937 at Constantza “manifestations and solemnities” and after the end of the celebration for “guard week” (1st-7th June) headquarters of Guard Legions had mission to create solemn proper framework, adorning halls or places where progressed solemnities with flags and other lighting decorations to surround King’s portrait”. The same in 1937, in July representatives of Polonaise and Czech Youth arrived in Constantza sustained of Educational Office of Romanian Youth. Under high patronage of Queen Mary “under King Carol II impulse of nothing to much for army and culture” was organized on 21th April 1937 a charitable ball in order to create a special library necessary to Navy’s Officers Association. On 15th August 1937, Navy’s Day, was uncovered in Constantza statue of “Poet Queen Carmen Sylva” was set fundamental stone at consolidation works of the banks in presence of King Carol II.

Besides these pomp celebrations in Constantza were organized actions more or less hilarious because of the presentation or progress. Thus, General Society of Private Office Workers-Constantza branch, sportive section asked in summer 1937 subventions for necessary equipment in order to create "good physical condition to Dobrudjan office workers". On advertise poster for "Great Police Celebration" organized Monday 9th August, at 6 p. m o'clock by Taming Section Cernavodă was specified fact that "will be executed at order bite, death feign, food refuse, seeking for objects and humans and also different police demonstration".

City "benefited" by existence of numerous "sportive societies, hunt and motor-ing", charitable societies, a vying with each other with suggestive titles all of them ensuring "seasonal" fun.

Beyond dizzy summer life: *Sportive Society Victoria*, *Sportive Society Elpis*, *Sportive Society Venus*, *Sportive Society of Sea Harbour Service*, *Sportive Society of Romanian Railway*, *Hunt Society Potârnichea*, *Cocorul Society*, *Bus Society Săgeata*, *Bus Society Tomis*, *Society Auto-Dobrudjan*, *Dobrudjan Horse Society*, *Poligonul de Tragere*, *Crucea Roşie Society*, *Profilaxia Tuberculozei Society*, *I.O.V. Society*, *Căminul de ucenici Society*, *Society Principele Mihai*, *Asistenţa Publică Society*, *Căminul A.C.F.*, *Funerar Sf. Ilie Society*, *Centrala de Aprovizionare C.F.R. and P.T.T.*⁴²

Beyond dizzy summer life and epoch fashionables Constanza was a city that harmonize in those times Romania meaning that "brilliant" center was in perfect "collision" with outlying district, with absence of a proper sewerage, increasing prostitution, "seasonal" diseases, all this being visible at the same time with first rain drops of September. In fact Constantza returned to its more or less quiet life thinking about next holiday.

NOTES

¹ **Stevenson, D.** *Cities and Urban Culture*, Philadelphia, 2003, pp. 13–15.

² **Manuilă, S., Georgescu, D., C.** *Romania's Population*, Bucharest, 1937, p. 10.

³ **Alexandrescu, I., Bulei, I., Mamina, I., Scurtu, I.** *History Encyclopedia of Romania*, Bucharest, 2000, p. 306.

⁴ **Manuilă, S., Georgescu, D., C.** *Op. cit.*, p. 17.

⁵ National Archives Constantza (N.A.C), fund Constantza Mayoralty, record 8/1930, f. 116.

⁶ **Manuilă, S., Georgescu, D., C.** *Op. cit.*, p. 20.

⁷ *Ibidem*, p. 82.

⁸ **Scurtu, I., (ed), Ionescu, Gh., Z., Popescu, E., Smârcea, D.** *History of Romania between 1918-1944. Collection of Documents*, Bucharest, 1982, p. 338.

⁹ "Demographic Movement of Romania. Provisional Figures", year I, no. 6, October, 1939, table 1.

¹⁰ **Manuilă, S.** *Movement of Romania's Population in 1936*, Extract from "Romania Demographic Bulletin", year VI, no. 5, 1937, Bucharest, pp. 2–7.

¹¹ **Manuilă, S.** *Movement of Romania's Population in 1934*, Bucharest, pp. XVII–XVII; idem, *La population de la Dobroudja*, Bucarest, 1939, pp. 152–155. For year 1934 natality maximum average for urban milieu in country was hold of Dobrudja with 28,4% (minimum average was in Banat). The same high position hold the province between Danube and Black

Sea at mortality, Dobrudjan cities registering maximum average of 21,1% (in Transylvania was minimum average with 15,6%).

¹² *Dobrudja, fifty years of Romanian life*, Bucharest, 1928, p. 455.

¹³ Central National Historic Archives (C.N.H.A), fund Senate, record 1676/1880–1882, p. 455.

¹⁴ *Statistical Report about Romania Harbour Movement, 1934*, Bucharest, 1935, pp. 144–145.

¹⁵ **Seberechts, F.** *Antwerp, Rotterdam and Hamburg (1914-1939): politics and development of three North Sea ports*, in “The Sea in European History”, edited by Luc Francois and Ann Katherine Isaacs, 2001, p. 76; “Journal de la Marine Marchand”, nr. 985, 17 februarie 1938, p. 250; *ibidem*, nr. 986, 24 februarie 1938, p.; 286.

¹⁶ **Ștefan, Nicolae.** *Harbours Problem-Brăila, Galați, Constanța. Constantza Needs*, Constantza, 1936, pp. 54–55.

¹⁷ N.A.C, fund Constantza Harbour Master’s Office, record 14/1934, ff. 12–13.

¹⁸ *Romania Encyclopedia*, vol. IV, Bucharest, 1943, pp. 101–102; “Marea Noastră”, year VI, no. 4, aprilie 1937; N.A.C, fund Constantza Harbour Master’s Office, record 14/1934, f. 40.

¹⁹ N.A.C, fund Constantza Harbour Master’s Office, record 14/1934, ff. 12–413.

²⁰ “Marea Noastră”, year VII, nr. 2–3, februarie-martie 1938.

²¹ *Ibidem*, year VII, no. 7–8, July-August 1938; *Raport of Romania Harbours Movement in 1934*, Bucharest, 1935, p. 147.

²² “Journal de la Marine Marchand”, nr. 996, 5th May 1938, p. 659; *Romanian Commercial Navy Ships...*, Bucharest, 1935, pp. 281–288.

²³ For details see Cojoc, Mariana, *Constanța-international port. Foreign Trade through Constantza port (1878-1939)*, Bucharest, 2006; Cojoc, Mariana, *Navigations and commerce at Black Sea. Romania Foreign Trade through Constantza port (1934–1939)*, in “Past Hegemonies. Romanian and European Evolutions” (coordinators: Anton, Mioara, Anghel, Florin, Popa, Cosmin), Bucharest, 2006, pp. 137–164; Cojoc, Mariana, *Constantza during Iorga’s Cities Epoch*, in “Nicolae Iorga. Studies and Documents”, 2nd part, (coordinators: Bușe, Constantin, Găucan, Constantin), Bucharest, 2006, pp. 225–238.

²⁴ N.A.C., fund Constantza Mayoralty, record 40/1931, f. 28.

²⁵ *Ibidem*, f. 16, 24.

²⁶ *Ibidem*, f. 36.

²⁷ *Ibidem*, f. 69.

²⁸ *Ibidem*, record 35/1932, f. 22.

²⁹ *Ibidem*, record 40/1931, f. 36.

³⁰ *Ibidem*, record 1/1931, f. 43.

³¹ *Ibidem*, f. 68.

³² *Ibidem*, f. 61.

³³ *Ibidem*, record 35/1935, f. 56.

³⁴ *Ibidem*, f. 48.

³⁵ *Ibidem*, f. 9.

³⁶ *Ibidem*, f. 154–155.

³⁷ *Ibidem*, record 7/1939.

³⁸ *Ibidem*, record 4/1936.

³⁹ *Ibidem*, record 1/1936, f. 69, 80.

⁴⁰ *Ibidem*, record 14/1937, f. 1–2.

⁴¹ *Ibidem*, f. 38

⁴² *Ibidem*, record 35/1935, f. 85.