

ABSTRACT

DUBROVIĆ, Ervin: The History of Fiume [Rijeka] Trading Companies 3

Who hasn't heard of the British East India Company or the Dutch East India Company? Yet few people have heard of the Austrian East India Company and the Austrian Trading Company of the 18th century, as well as the "Privileged" Trading Company that operated in Fiume. In my study, relying on Dutch archival sources, I present the history of these companies, because in the 18th century, due to the Habsburg interests in the Dutch territories, several of these companies were established largely with the help of Dutch professionals. In my study, however, I will focus on the most decisive company from the point of view of Fiume, which, among other things, built the sugar factory in Fiume, whose splendid palace is now the main building of the City Museum of Rijeka [Fiume].

BALÁZS, Péter: Fiume [Rijeka] and the Beginnings of Hungarian Maritime Healthcare in the 18th century 19

The main task of maritime public health is the *primary prevention* of health hazards in shipping and ports, and, if they do occur, their elimination (*secondary prevention*) as soon as possible. Historically, the greatest danger in this area was caused by epidemic infectious diseases. Before the rise of microbiology in the 19th century, competent authorities could only rely on empirical, general policing tools against them. The incursion of epidemics from without could be prevented or limited within the ports. In Europe, starting from the plague that caused enormous destruction between 1347 and 1353, epidemics mediated by Eastern trade in the Mediterranean posed the greatest threat. The standard of successful defence was established by the Republic of Venice, with its meticulous and complicated procedural rules for the institution of quarantine. After the Treaty of Karlowitz (1699), the possibility of trade in the Eastern Mediterranean opened up for the Habsburg Empire and the Kingdom of Hungary within it. As a first step, Trieste and Fiume were declared free ports in 1717, and then public committees on health and quarantine institutes were set up in both towns in 1725. Finally, in 1755, a general health regulation for the navy was issued, which was amended and supplemented in 1769. Fiume was annexed to the Kingdom of Hungary as a *corpus separatum* by royal decree on 23 April 1779. In the dynamic development of the Hungarian Fiume in 19th century, microbiological discoveries suddenly rendered the empirical plague decrees obsolete and forgettable. They were

thus quietly forgotten for a century, but dusting them off, we can now pay tribute to the superhuman struggle against the plague in former ages.

JUHÁSZ, Imre: The Public Law Status of Fiume [Rijeka] within the Kingdom of Hungary between 1776 and 1918 41

With a history traceable back to ancient times, the segment of Fiume's past this paper deals in detail with is the state and constitutional law status of the city and its larger or smaller districts when belonging under public law to the Kingdom of Hungary. The public law regulation and the entire legal environment were not independent of the fact that the Kingdom of Hungary was part of the Habsburg Empire, and its constitutional independence was not always respected by the ruler or the state bodies acting on the basis of the imperial reason of state. Alongside, or sometimes in spite of, this, the Hungarian state together with the ruler made laws and other sources of law that ensured (except under armed foreign occupations and the longer or shorter periods that followed them) the autonomous status of Fiume and the conditions of the statutory operation of the *corpus separatum* even in changing power relations.

ESZIK, Veronika: And Who is Responsible for Modernization? Conflicts Related to the Modernization in Fiume's [Rijeka's] Urban Space—Told in the Language of Nationalism 63

In my study, I present struggles related to the use of urban space in Fiume during the period of the Austro-Hungarian Monarchy, which were completely discoloured by the dominantly nationalist discourse, but which, however, were clearly, demonstrably about something else entirely: the desire for a more liveable or lovable urban space. I also try to find an answer to the question of why the vocabulary of nationalism, this strange, ubiquitous excipient was needed to put into words the tensions of the city dwellers. Based on my sources, it seems that the language used in nation-building was really suitable for a kind of scapegoating, for the designation of a certain "national other" who is to be blamed for the difficulties of the city dwellers. As a counter-discourse, the language of evasion of responsibility was also born, the specific relationship of which with the narratives of modernization I will detail in a separate chapter.

PELLES, Márton: The History of Financial Institutions in Fiume [Rijeka] between 1872 and 1918 85

So far, research on Fiume has focused on social, commercial, industrial, shipping, cultural, medical, and legal topics. The financial life of the city is

a poorly researched even though transcontinental trade transactions would be unthinkable without the participation of financial actors because, while ships transport goods from one port to another, bankers in one port pave the way of payments to another. In addition, Fiume banks and savings banks also had a prominent role in the flourishing of local industry that we cannot ignore it. In my study, I present the history of all the financial institutions that once operated in Fiume from the Compromise of 1867 to the First World War, based on the yet unsystematized documents of the Rijeka Archives (Državni Arhiv u Rijeci).

MÁK, Ferenc: Faced with Infinity - Fiume [Rijeka] and the Hungarian Press

107

Not only were Fiume and the Hungarian seacoast called “the most beautiful pearl of the Holy Crown” by later Hungarian history, but their economic, cultural and spiritual values had also been known and appreciated by Hungarian citizens wanting to travel in the half a century after 1867, the age of national rebirth. And even though the city had its periods of tension—resulting from the Hungarian-Croatian-Italian coexistence—it still lived in the memories of peoples as a tangible reality of a desired brightness and limitless reach. In Hungary, the leading economic and political thinkers universally held: Fiume would be one of the most important factors, strengths and strongholds of future national economic struggles. The community of the port city created its own institutions one after the other, the theatre, the Main Gymnasium, the Ludovika Maritime Academy. The Hungarian papers of the period—Zsigmond Mócs's *Fiume* (1882), Aladár Fest's *Magyar Tengerpart* (1893–1906), Viktor Garády's *Fiumei Szemle* (1903–1906) *Fiumei Napló* (1907), Jenő Murai's *A Tengerpart* (1904–1918), the *Fiumei Hírlap* (1905–1906), Lajos Brájjer's *Fiumei Estilap* (1908–1917)—provided ample information on Fiume to the national public, with expertise and acute political sense. During its more than three-and-a-half-decade history between 1882 and 1918, the Hungarian press in Fiume established itself institutionally and technically.

GATSCHER-RIEDL, Gregor: Fiume/Rijeka and the Austro-Hungarian Riviera: High-life Spa Culture in the Monarchy between Abbázia/Opatija and Cirkvenica/Crikvenica

131

Today, the Croatian coast is world-famous for its holiday resorts, but this was not always the case. In my study, I present the development of the core area of the Croatian coast, the former Austro-Hungarian riviera, with particular reference to the Austrian-funded resorts of *Abbázia* and *Cirkvenica*. The study presents the historical past of the area, then focuses on the 19th century

and analyses the activities of the Southern Railway Company in the case of Abbázia, and Archduke József Habsburg in the case of Cirkvenica, and does not forget to show the positive impact of the Fiume, developing as it did in the background, in the growth of land and sea transport infrastructure, which created the health tourism of the time in the region.

FEKETE, Zsuzsanna: The History of the Hungarian Adria Society 143

Founded at the end of association-establishing period of the Austro-Hungarian Monarchy, the history of the scientific and social organization Hungarian Adria Society (1910–1948) reveals the factors and ideals of the founding process, as well as the beginnings of marine research as a branch of science in Hungary. On the basis of the society bulletin, *A Tengeren* ('At Sea') and other daily newspapers, the study presents the successes of the organization's activities and programmes, such as the purchase of a research vessel or the organization of sea research expeditions. It also deals with the development of the society's publications and membership, including a list of its members. The aim of the study on the history of the Hungarian Adria Society is to present its activities as the editor of the scientific journal *A Tenger* ('The Sea'), published between 1911 and 1944, an important and often cited historical source, as only short reviews have been published on the society so far, but no separate historical study was devoted to it, discussing its considerable pioneering and unique contribution to Hungarian oceanography, military and trade history in the period.

ZSIGMOND, Gábor: The Outbreak of the First World War and the Merchant Marine in Fiume [Rijeka] (June 1914 – May 1915) 157

The study presents what happened to the fleet listed in the Hungarian maritime ship register in the first months of the First World War until the Italian entry into the war. The article describes the steps that the Hungarian commercial administration, the Austro-Hungarian foreign affairs leadership, the maritime authority, and the Fiume governor's office tried to take in order to save the valuable fleet and to maintain a moderate amount of traffic limited to the Adriatic in the changed situation. In addition to the ships called home to domestic waters, many ships remained in foreign ports in many parts of the world, in the territory of hostile, neutral, or friendly countries on several continents, which essentially appeared as a loss or deficit in the national wealth from the first moment of the war. The study describes the disruption of several decades of peaceful and spectacular development in Fiume, the sudden stoppage of port traffic as a result of the war, and the measures taken by military and civil authorities to avoid further damage.

SASHALMI, Ádám: Fiume [Rijeka] in Interwar Italian Geopolitical Plans 169

This study examines how Fiume appeared in Italian geopolitical ideas between the two world wars. Why was the port important and what role it was intended to have in the implementation of the ideas? The city of Fiume already had a symbolic role during the Italian governments that preceded the period of fascism. Fiume had appeared in the sight of Italian foreign policy during the Risorgimento. During the period of fascism, it became part of Italy. Not forgetting the symbolic importance of the port city, the fascist leadership consciously developed the economy of Fiume, but the significant economic challenges experienced in the city and the strategic goals that helped prepare for war also played a role in this. The ideas of the unfolding classical Italian geopolitical school, according to which Italy's living space was the Mediterranean region, became more and more decisive in the development of Italian foreign policy. In order to prevent other powers from entering the living space, Italy must control the Danube basin and the Balkan Peninsula. Part of the Italian strategy was to make the northern Adriatic ports, primarily Trieste and Fiume, indispensable for the overseas trade of the states of the region. The idea was strengthened by the fact that earlier on, during the Austro-Hungarian Monarchy, these two ports gravitated towards the Danube basin. In terms of the operation of the port cities, they were able to meet the Italian geopolitical ideas in some respects. From the point of view of some products, such as petroleum products, it played an important role and contributed to the international foreign trade of the Danube states, primarily Hungary and the Kingdom of Serbia-Croatia-Slovenia/Yugoslavia.

Reviews**ORDASI, Ágnes: Situation, Risk, Benefit. The Aspirations and Opportunities of a Citizen of Fiume [Rijeka] at the Beginning of the 19th Century****181**

Dubrović, Ervin: *Andrea Lodovico Adamich cittadino europeo*, Museo civico di Fiume, Rijeka, 2019

Editorial: HU 1055 Budapest, Falk Miksa u. 6.
Phone: +36-1-445-0473, *fax:* +36-1-445-0479
Internet: www.prominoritate.hu
E-mail: redactio@prominoritate.hu