

# TRANSPORTATION STATISTIC OF THE AUSTRIAN FIRST DANUBE STEAM NAVIGATION COMPANY (DDSG) 1829–1848

**Nino DELIĆ**

Institute of History, Belgrade, Serbia

The Austrian First Danube Steam-Navigation Company (Erste Donaudampfschiffartsgesellschaft – DDSG) was founded in Vienna in 1829. The company started as a small business with just 1 steamship in 1831 but developed quickly into a large passenger and cargo transportation firm operating with over 150 vessels in 1848. At first, only a few national lines were established, but the services extended beyond the Austrian borders in 1834. Due to the significance of the company for the economic and transportation policies of the central government, the most important statistical figures related to the achievements of the corporation were published in the official Austrian statistical yearbooks (commonly known as the *Tafeln*).<sup>1</sup> Data analysis demonstrates huge difference in expansion of the shipping network and the volume of transportation in various sections of the Danube.

\*\*\*

The Danube was in use as a natural trade route for centuries. Since the 16<sup>th</sup> century, two great powers dominated on the river – The Habsburg Monarchy and the Ottoman Empire. Despite political animosities between the Empires, economic interests led to several agreements regulating commercial shipping on the Danube. The “Danube Monarchy” was given the opportunity to use the Ottoman Lower Danube for its economic and political interests. In the 19<sup>th</sup> century, the Russian advance toward Constantinople changed the situation. In 1812 the Russian Empire spread to the Kilia Branch of the Danube Delta and began to use the river for commercial and military purposes. In 1829 Russia gained control of almost the entire Danube Delta, and therefore, no access to the Black Sea without Russian permission was possible.<sup>2</sup>

It turned out that the Russian control of the Delta has become reality at a time when steamships began to replace older paddle and sail boats on rivers. The advantage of their use, especially in the upstream direction, was quite obvious. They could carry more passengers and cargo for a longer period of time and in a way far more safe. They were quicker and quite punctual. Large rivers could finally be exploited for massive and cheap transportation of people and goods.<sup>3</sup>

<sup>1</sup> The Austrian statistical yearbook series (*Tafeln zur Statistik der Oesterreichischen Monarchie 1829–1856 = Tafeln*) were at first a confidential document, for use by high officials only.

<sup>2</sup> Focas 1987, p. 66–79, 99–105; Zečević 2000, p. 54–58; Hajnal 1920, p. 53–56.

<sup>3</sup> Inalcik 1994, p. 798–799.

The significance of the Danube for Inner-Austrian and Trans-European trade was well known to the political elite of the time. For the Viennese cabinet, free access to the Black Sea was of crucial importance. Free navigation for Austrian ships on the Lower Danube was important to manage the Monarchy's export to the Near and Far East. The political domination of Russia in the Danube Principalities and Serbia could not be undermined by military force, but by stronger economic ties only. The project to connect the Danube with the Main and the Rhine was already in existence in 1829 and the construction work began in 1836. The Bavarian diplomat August von Gise discussed this issue with the Austrians in Vienna in 1834. The Austrian chancellor Metternich obtained in the same year an important memorandum from Franz von Ottenfels, who states that the Danube represents the best way how to secure outlet of Austrian manufactured goods and input of raw materials. The fact that the project could be used as an argument for the Austrian right of entry to the Prusso-German Customs Union was mentioned as well.<sup>4</sup>

Austria and Russia, fearing the internationalization of the Danube question, tried to regulate the navigation in a bilateral way. Vienna already had free access to the Lower Danube thanks to previous treaties with Turkey, but the Russian control of the Delta made a new agreement with St. Petersburg necessary. Diplomats and historians (the British above all) accused the Russians of allegedly complicating the navigation through the Delta by issuing new quarantine restrictions (1836) and letting the accumulation of sandbanks lower the water level at Sulina Branch. A part of the Russian administration certainly had the intention to block other nations to use the river freely, but it is still an open issue how effective those measures really were. The restrictive policies could even harm the Russian interest, since the Danube was necessary for its own grain exports to the west. It seems that Vienna and St. Petersburg found common interest in regulating the navigation in a way that would not block the other side completely. Both Empires pushed the Ottomans in 1834 to allow blowing up rocks in the Iron Gate section with the purpose to make passing steamships possible. Metternich initiated negotiations with St. Petersburg in 1839 with the aim to regulate the navigation in the Sulina Branch with a contract. The convention was signed in 1840 and declared free shipping for both sides on everyone's part of the Danube. The Russians agreed not to hinder Austrian vessels to enter the Delta and accepted to take care of the sandbanks in Sulina.<sup>5</sup>

Austria and Russia were not the only great powers interested in the Danube question. The British diplomacy was quite active in suppressing Russian influence in the Balkans. British interests in the Near East demanded to block Russian access to the Mediterranean through the Bosphorus and Dardanelles. With the aim to push the Russians out of the Delta and the Danube Principalities, British diplomacy tried to internationalize the Delta question and break the Russian monopoly. According to the Russian-made Organic Regulations for Wallachia and Moldavia, all their Danube ports were freely accessible to all vessels regardless of nationality. British and Greek-Ionian ships (under British protection since 1815) became very active in grain trade. The Wallachian port of Braila became the most important grain export centre on the Danube. The Austro-British convention (1838) declared free shipping for British vessels on the Austrian part of the river. In the same year, Britain signed a new commercial convention with Turkey. After several attempts, a free-shipping convention was signed with Russia in 1843. After the repeal of the Corn Laws in Britain (1846), the number of British vessels coming to

<sup>4</sup> Šedivý 2011, p. 631–634, p. 643–646; Šedivý 2013, p. 444–450, 452–455; Blum 1943, p. 29; Hajnal 1920, p. 126–133.

<sup>5</sup> Šedivý 2011, p. 647–658; Focas 1987, p. 106–129, 153–158; Blum 1943, p. 28; Hajnal 1920; p. 62–64.

Braila increased from 14 in 1845 to 259 in 1847. The Lower Danube was no longer under full Austro-Russian domination.<sup>6</sup>

## The beginnings of the DDSG and the first problems

The first attempt to establish steam-shipping on the Austrian Danube in 1819 was unsuccessful. In 1828 the Englishman John Andrews and Joseph Pritchard obtained a new exclusive imperial privilege for running steam vessels on the river for the next three years. The new business, founded in 1829, transformed into a Joint stock company next year, with the purpose to attract new investors. The new official name of the company was: “Imperial – Royal Privileged First Danube Steam-Navigation Company” (K. K. privilegierte erste Donau-Dampschiffahrts-Gesellschaft). Later, the name “Austrian First Danube Steam-Navigation Company” (DDSG in short form) became more common in use.<sup>7</sup>

Two important personalities immediately affiliated to the new corporation – Hungarian count and national leader Istvan Szechenyi, and the Austrian Chancellor count Metternich. Szechenyi took a legendary voyage down the Danube to Constantinople in 1830 with the purpose to explore all navigation possibilities. He was later sent by the Government to handle the regulation works in the Iron Gate section (1833–34) and appointed royal commissioner for navigation on the Danube. The Austrian Chancellor became a shareholder of the DDSG and chairman of the Imperial Central Committee for steam-shipping issues (since 1836).<sup>8</sup>

When the first regular line (Vienna – Pest) was established in 1831, the company had just one steamship – the “Franz I”. To acquire financials for new ships, the corporation issued new stocks and placed them on the market. The DDSG did not operate the lines on its own until 1834 (John Andrews rented the ships and the rights). Due to the wishes of the government, the corporation decided to extend the services beyond the Austrian borders on the Lower Danube in Turkey (Orsova – Galati) in 1833. Huge efforts were made to eliminate obstacles on the Belgrade – Vidin section, and special treatment was given to the Iron Gate problem. The Ottomans refused to allow major changes at first, but after Russian intervention Austrian engineers succeeded to make the Iron Gate passable for steamships. On the 11<sup>th</sup> of April 1834 the “Argo” travelled through the dangerous sections and arrived twelve days later in Galati. The Lower Danube steamship lines could now be established, but the problem was not resolved completely. Steamships could pass the section just under certain conditions and for the most part of the year the connection between the Upper and Lower Danube was interrupted. The steamships could travel to Drencova where passengers and cargo had to switch to smaller boats and continue to Orsova. Between Orsova and Kladovo passengers had to use the land roads meanwhile cargo could be transported through a side-channel. This uncomfortable solution caused the DDSG lines to split in Upper and Lower Danube lines.<sup>9</sup> During the winter of 1846/47 new regulation works in the Iron Gate region made the passing for steamships easier, but still not allowing smooth shipment.<sup>10</sup>

The ambitious plans of the company and the Viennese cabinet did not end at the Danube Delta. In November 1834 the “Maria Dorothea” established the first regular sea-line of the

<sup>6</sup> Ardelanu 2010, p. 165–168; Focas 1987, p. 105–109; Inalcik 1994, p. 850; Hajnal 1920, p. 54–61.

<sup>7</sup> Ardelanu 2009, p. 187; Tafeln 1845, Tafel (Table) 55; Blum 1943, p. 29; Hajnal 1920, p. 123–124.

<sup>8</sup> Šedivý 2011, p. 646–648; Šedivý 2013, 604–608; Ardelanu 2009, p. 187; Tafeln 1845, Tafel (Table) 55; Zečević 2000, p. 65; Hajnal 1920, p. 126–134, 138–139.

<sup>9</sup> Šedivý 2011, p. 647–650; Tafeln 1845, Tafel (Table) 55; Zečević 2000, p. 65–68; Blum 1943, p. 29; Hajnal 1920, p. 125.

<sup>10</sup> Tafeln 1853, Tafel (Table) 8, p. 5.

DDSG, on the route between Constantinople and Smyrna/Izmir. The final aim was to establish continuous DDSG lines from Linz in Austria, down to the Danube Delta, and ending at Thessaloniki and Trabzon. To achieve the goal, the company invested in new vessels and operated with already 6 sea-ships in 1844. The problems regarding the sandbanks of the Russian controlled Sulina Branch of the Delta, caused that the Austrian government and the DDSG tried a different approach. In 1839/40 a new road between Cernavoda on the Lower Danube to the port of Constanta on the Black Sea was built, with the intention to create an alternative to the route through the Danube Delta. Due to high costs, problems with the organization, and an achieved understanding with the Russian government (after 1840), which made the Delta accessible again, the company decided to abandon this shortcut route in 1844.<sup>11</sup>

In 1840 the company complained about a shipping privilege on the Hungarian part of the Danube given by Hungarian authorities to John Andrews. The disputed privilege was withdrawn and the DDSG finally obtained the prolongation of its own license to 1855. The Emperor, on the other side, demanded freights to be reduced and the non-profitable Lower Danube lines maintained, as major conditions for the preservation of the company's exclusiveness on the Austrian part of the river.<sup>12</sup>

The company extended its operations to the tributary rivers of the Upper Danube in the south in 1843–1845. On the Sava River a link to Sisak, on the Drava to Osijek, and on the Tisa to Szeged (through the Bega Channel even an auxiliary way to Timisoara) were established.<sup>13</sup> In 1847/48 shipping on the Tisa extended to Szolnok and later even to Tokaj.<sup>14</sup>

Problems with the sea operations, and the new plan of the government to strengthen the positions of the Austrian Lloyd on the sea, forced the management of the DDSG to abandon the sea-lines and to sell all 6 sea-ships and equipment to the previously mentioned company for 560.000 Florins in 1845. The Lloyd guaranteed to coordinate its Constantinople – Galati lines with the timetable of the DDSG in Galati as part of the arrangement. Still, the DDSG incorporated to the contract an option to re-establish its own line to Constantinople from time to time. In case of huge difficulties to coordinate the timetables, disputes over fare prices etc; the Austrian government was named as the arbitrator.<sup>15</sup>

The DDSG finally oriented its resources to the Danube only. In 1846 the Emperor prolonged the privilege for the company to the year 1880.<sup>16</sup> The growth of the company was impressive – from 4 steamships in 1835 to 47 in 1848. The number of passengers transported on the Danube increased from 14.776 to 1.615.609 in the same period.<sup>17</sup> But, as the statistics show, the expansion of the network, and the volume of transportation, did not develop equally in all sections of the Danube. The financial aspect of the business wasn't in great condition moreover.

## The transportation statistics

The DDSG began its business with just one steamship – the “Franz I” – in 1831. By issuing new stocks, the company received new financial injections with the purpose to enlarge its fleet. In 1832 a total amount of 200 stocks, valued at 100.000 Florin was issued. Ten years later, the

<sup>11</sup> Tafeln 1845, Tafel (Table) 55; Tafeln 1847, Tafel (Table) 45; Hajnal 1920, p. 65–66.

<sup>12</sup> Tafeln 1846, Tafel (Table) 54; Hajnal 1920, p. 143–144.

<sup>13</sup> Tafeln 1847, Tafel (Table) 45; Tafeln 1848, Tafel (Table) 44; Tafeln 1851, Tafel (Table) 8, p. 5, 28,

<sup>14</sup> Tafeln 1853, Tafel (Table) 8, p. 5.

<sup>15</sup> Tafeln 1848, Tafel (Table) 44; Šedivý 2013, 452–457.

<sup>16</sup> Hajnal 1920, p. 146–147.

<sup>17</sup> Tafeln 1845, Tafel (Table) 55; Tafeln 1853, Tafel (Table) 8, p. 6–9.

amount of stocks increased to 8.000 valued at 4.000.000 Florin. In 1848 a total of 12.000 stocks, valued at 6.000.000 Florin was already placed on the market.<sup>18</sup>

The money obtained from new stocks and from operative incomes was used to buy new ships and purchase of other facilities necessary for the company. In 1835, the DDSG established its own port and shipyard in Buda. New bureaux were set up on the main stations (Buda and Pest, Novi Sad, Zemun, Drencova, Orsova, Kustschuck, Galati) and smaller agencies on almost all the other. The company owned several warehouses and workshops on the docks of the more important harbours. Beside the steamers, the DDSG purchased dozens of other auxiliary vessels (passenger, cargo, maintenance and repair).<sup>19</sup>

The fast growth of the company becomes more evident by comparing the number of ships, passengers and cargo transported from year to year.

**Table 1.** DDSG transportation statistics 1835–1848 (Danube lines and the Sava-Tisa-Bega auxiliary lines. Without the sea-lines). Source: Tafeln 1845, Tafel (Table) 55; Tafeln 1851, Tafel (Table) 8, p. 16; Tafeln 1853, Tafel (Table) 8, p. 6–9.

Transportation statistics of the DDSG 1835–1848									
Year	Steam-ships	Tours made		Passengers		Goods (in viennese centner) <sup>1</sup>		Value of transported Money and Precious objects (in Florin)	
		Upper D.	Lower D.	Upper D.	Lower D.	Upper D.	Lower D.	Upper D.	Lower D.
1835	4	64	18	14.444	332	23.345	7.850	-	-
1836	6	79	29	19.256	1.717	37.028	11.179	4.800	7.200
1837	7	140	28	33.757	1.486	57.635	11.484	304.954	38.097
1838	10	145	34	43.833	2.138	147.302	28.786	1.853.774	99.621
1839	10	219	48	65.237	2.694	187.715	31.388	535.234	103.375
1840	12	233	38	73.815	2.157	190.972	23.815	206.444	72.283
1841	16	364	32	117.455	2.215	344.440	24.665	1.238.125	154.756
1842	17	504	42	160.100	3.198	381.948	33.779	3.021.985	432.432
1843	22	833	47	230.607	3.759	570.509	36.524	2.339.178	1.247.732
1844	23	928	35	502.918	4.103	878.559	49.052	5.980.227	621.607
1845	28	1118	45	785.444	8.151	1.444.245	87.616	4.958.230	709.095
1846	32	1422	54	896.062	7.934	1.835.581	73.706	4.450.668	734.844
1847	41	1931	61	841.075	11.442	2.905.126	279.651	7.498.792	
1848	47	2154	50	1.607.762	7.847	2.522.596	70.028	12.169.637	

<sup>1</sup> 1 viennese centner = 56kg. Schneider 1839, 385–386.

The table illustrates the different development of the Upper and Lower Danube lines in the 1835–1848 period. The total increase in passenger transportation on the Upper Danube was 11.131%! The introduction of the short Buda – Pest line (just crossing the Danube) in 1844 increased the number of passengers immensely. In 1844 already 237.332 passengers travelled on the short line (47% of all on the Upper Danube) and 980.640 in 1848 (61% of all on the Upper Danube).<sup>20</sup> The tributary-river lines (Sava, Tisa, Drava, Bega lines) developed quickly as well. In 1846 about 2.200 persons used these lines, in 1847 more than 4.700, but the numbers improved to almost 64.000 in 1848.<sup>21</sup>

<sup>18</sup> Tafeln 1853, Tafel (Table) 8, p. 13.

<sup>19</sup> Tafeln 1845, Tafel (Table) 55.

<sup>20</sup> Tafeln 1848, Tafel (Table) 44; Tafeln 1851, Tafel (Table) 8, p. 16; Tafeln 1853, Tafel (Table) 8, p. 9.

<sup>21</sup> It is complicated to determine the exact number due to the fact that the lines were connected to the Danube lines and a certain number of passengers just used certain stations on the tributary rivers to get to the Danube itself. Tafeln 1851, Tafel (Table) 8, p. 26, 28; Tafeln 1853, Tafel (Table) 8, p. 9.

Considering the Upper Danube lines without the short cross-river tour, the increase was still an astonishing 4.341% from 1835 till 1848.<sup>22</sup>

The number of passengers which passed the Iron Gate using the Zemun – Orsova line in 1846 was 8.713 (including all passengers which travelled from/ to further south/north).<sup>23</sup>

The development on the Lower Danube lines was much less impressive. Between 1835 and 1848 the number of passengers transported by the DDSG increased 2.364%. The share of the eastern lines in passenger transport shrunk from 8.19% in 1836, to 1.34% in 1847, and 0.49% in 1848.

The character of the passenger transport in the two main sectors was different too. Due to fare statistics for the 1844 season, 58% of all passengers on the Lower Danube bought the cheapest third class ticket (on deck), in comparison to 9.5% on the upper lines.<sup>24</sup> The fare prices of the DDSG show that the transportation costs on the south-eastern lines were higher than on the Austrian part of the Danube.

**Table 2.** Fare prices for passengers of the DDSG in 1841. (Florin per g. mile). Sea-lines included. Source: *Tafeln* 1845, Tafel (Table) 55.

Fare prices for passengers of the DDSG in 1841.					
Line	Fare prices in Florin (Florin per g. mile) <sup>1</sup>				G. miles <sup>26</sup>
	Downstream		Upstream		
	I class	II class	I class	II class	
Linz – Vienna	9 (0.3)	6 (0.2)	6.33 (0.21)	4.17 (0.14)	29.75
Vienna – Drencova	33 (0.25)	22 (0.16)	29 (0.22)	19.33 (0.14)	134.5
Vienna – Galati	77 (0.32)	52.5 (0.22)	73 (0.3)	50.85 (0.21)	243.75
Vienna – Constantinople	125 (0.36) (0.41)	85 (0.25) (0.28)	100 (0.29) (0.33)	70 (0.2) (0.23)	345  306.5 <sup>2</sup>

<sup>1</sup> Geographic mile = 7.407 km. Schneider 1839, p. 371; Schiebe 1839, p. 440.

<sup>2</sup> The shorter line through Cernavoda – Constanta.

Higher prices, the problem of the Iron Gate, less economic power of the passengers in the east, competition – just some of the reasons causing the DDSG's Lower Danube lines becoming quite unimportant for passenger transportation.

The transportation of goods on the other side, indicate a somewhat different pattern. The increase in weight of transported cargo from 1835 till 1848 was 8.311% (10.802% on the Upper Danube and 892% on the Lower Danube). The increase until 1847 was even more powerful (especially on the Lower Danube) since the Revolution in 1848 hindered the normal development of trade.

In the Upper Danube section, the Vienna – Pest line was the most significant. In 1846, 896.538 v. centner of goods were transported between the two cities (48.84% of all cargo shipment

<sup>22</sup> Hajnal published much lesser numbers of passengers transported since 1843. It is obvious that the Buda – Pest line is not included, but the numbers still do not match with the data from the *Tafeln*. It is not clear what source Hajnal used (some "Survey of the Management of the DDSG from 1836 till 1856" is mentioned). Hajnal 1920, p. 148–149.

<sup>23</sup> *Tafeln* 1851, Tafel (Table) 8, p. 28.

<sup>24</sup> *Tafeln* 1848, Tafel (Table) 44.

on the Upper lines; 71% of the cargo was directed upstream).<sup>25</sup> The amount of transported goods increased to 1.250.328 v. centner in 1847 and 1.506.069 in 1848.<sup>26</sup>

The Pest – Zemun line was upstream oriented and shipped 534.629 v. centner in 1846 (71% upstream).<sup>27</sup>

The amount of goods on the Zemun – Orsova line (passing the Iron Gate) reached 216.180 v. centner in both ways in 1846. From the 130.258 v. centner transported on the way from Orsova to Zemun, only 1.312 did board east of Orsova, and 45.650 (35%) did not go further than Zemun.<sup>28</sup>

On the Orsova – Galati line a total of 62.355 v. centner of goods were transported in 1846, from which 28.768 downstream (26.071 shipped from further north – mainly from Vienna).<sup>29</sup>

The cargo transportation on the tributary-river lines became more and more significant. In 1846 already 213.805 v. centner were transported between Sisak, Zemun and Szeged (280.780 next year).<sup>30</sup>

The DDSG was paying special attention to the transportation of pigs. The company maintained a small fleet of vessels designed to carry the particular livestock (5 vessels in 1842, 12 in 1848). In 1839 already 9.118 animals were conveyed and the number increased to 59.690 in 1847. This type of cargo was carried only on the Upper Danube (Pest – Orsova in particular).<sup>31</sup>

The share of the Lower Danube lines in the weight of the transported cargo shrunk from 23.19% in 1836 to 3.86% in 1846, but recovered to 8.78% in 1847 (after new regulation works were done in the Iron Gate region in 1847).<sup>32</sup>

The fare policies for cargo shipping of the DDSG did not make any difference between the downstream and upstream directions.

**Table 3.** Cargo fare prices of the DDSG in 1842. Sea lines included. Source: Tafeln 1845, Tafel (Table) 55.

Cargo fare prices of the DDSG in 1842.				
Regular Fares			Special fares	
Line	Fare per v. centner (in Florin) <sup>1</sup>	Fare for 1 v. centner per g. mile <sup>2</sup> (in Florin)	Fare per v. centner (in Florin)	Fare for 1 v. centner per g. mile <sup>2</sup> (in Florin)
Linz – Vienna	1	0.033	-	-
Vienna – Pest	1.1	0.027	0.8 For Hung. goods <sup>3</sup>	0.020 For Hung. Goods <sup>3</sup>
Vienna – Zemun	1.66	0.014	2.16 (Upstream)	0.018 (Upstream)
Vienna – Galati	4	0.016	-	-
Vienna – Constantinople	4.5	0.013 0.014 <sup>4</sup>	-	-

<sup>1</sup> 1 viennese centner = 56kg. Schneider 1839, 385–386.

<sup>2</sup> Geographic mile = 7.407 km. Schneider 1839, p. 371; Schiebe 1839, p. 440.

<sup>3</sup> Special fares for Hungarian products, heavy commodities of low value and base-metals.

<sup>4</sup> The shorter line through Cernavoda – Constanta.

<sup>25</sup> Tafeln 1851, Tafel (Table) 8, p. 29.

<sup>26</sup> Tafeln 1853, Tafel (Table) 8, p. 9.

<sup>27</sup> Tafeln 1851, Tafel (Table) 8, p. 30.

<sup>28</sup> Tafeln 1851, Tafel (Table) 8, p. 30.

<sup>29</sup> Tafeln 1851, Tafel (Table) 8, p. 30.

<sup>30</sup> Tafeln 1851, p. 29; Tafeln 1853, Tafel (Table) 8, p. 9.

<sup>31</sup> Tafeln 1845, Tafel (Table) 55; Tafeln 1853, Tafel (Table) 8, p. 9.

<sup>32</sup> Tafeln 1853, Tafel (Table) 8, p. 5.

It is important to mention that the DDSG lowered the fares on the south-eastern section for 20% that year.<sup>33</sup> The new prices indicate that the company had some intention to stimulate the transportation of goods on the Lower Danube. The special policy for the Vienna – Pest line was important for Hungarian agricultural exports toward the western part of the Monarchy. The fares were reduced again in 1845.<sup>34</sup>

Beside passenger and weighty cargo transportation, the DDSG made good earnings from money transfers. In 1836 the value of Money & Precious objects transported on the Lower Danube was still higher than in the north. A year later, the share in Money & Precious objects transported by the south-eastern lines declined to 11.1%. In 1846 the share increased to 14.17%. The main senders and recipients of money in 1846 were Vienna (444.208 fl. sent, 1.369.550 fl. received) and Pest (875.610 fl. sent, 719.029 fl. received). According to official data, the money transfer between the Upper and Lower Danube sections was not of major importance.<sup>35</sup>

The data published by the Austrian statistical bureau show that the development of the Lower Danube lines was not as dynamic as in the case of the northern lines. Still, they were maintained and expanded. The company got progressively more focused on cargo shipping on the Orsova – Galati line.

The financials of the corporation, according to official data, seemed to be in good condition. Since 1835 the company was making profit and established 3 different funds (for reparation works, accidents, amortisation etc.).<sup>36</sup>

But, the real situation was quite different. In 1845 the problematical sea-lines were sold to the Austrian Lloyd, but the 560.000 Florin purchase price did not cover all the costs for the ships. In the same year, the 3 mentioned funds were merged to one and new rules for finance-managing set up. The problem was that the bookkeepers did not use the funds for clearing the amortisation of the vessels as the company's Statute required. The amounts from operative profits happened not to be sufficient to cover the needs of amortisation, and consequently, the company was making losses on a long term. Still, super-dividends were paid to the shareholders in 1838 and 1840. The Lower Danube lines were making operative losses almost every year and it seems that they could be maintained only with the support of the Austrian government. Economic and political interests of the Danube Monarchy in the Balkans made financial problems being ignored.<sup>37</sup>

The rapid development of the profitable Upper Danube lines made it possible to finally achieve real profit in 1847. At that time, the company already developed into a steam-shiping giant on the Danube. Just before the Revolution in 1848/49, 47 steamers and around 100 other auxiliary transportation vessels travelled the Danube up and down under the Austrian flag.<sup>38</sup> An own port and shipyard, dozens of offices (74 bureaus and agencies), warehouses, workshops and other facilities belonged to the DDSG. The corporation had 708 employees and around 1.200 auxiliary workers in 1845.<sup>39</sup>

The primary way to finance this quick development was found in issuing new shares and exploiting efficiently the Upper Danube lines. Still, it is more than questionable if all this could have been achieved without the direct support of the Austrian government.

<sup>33</sup> Previously the Emperor demanded the charges for cargo transportation to be reduced. Tafeln 1846, Tafel (Table) 55; Hajnal 1920, p. 143–144.

<sup>34</sup> Tafeln 1851, Tafel (Table) 8, p. 7.

<sup>35</sup> Tafeln 1851, Tafel (Table) 8, p. 31–32.

<sup>36</sup> Tafeln 1845, Tafel (Table) 55;

<sup>37</sup> Tafeln 1845, Tafel (Table) 55; Ardelanu 2009, p. 188; Hajnal 1920, p. 144–145.

<sup>38</sup> The Company owned even more vessels – special boats for reparations, coal transportation etc. In 1844 the total amount of all vessels (transportation and maintenance) was 259. Tafeln 1848, Tafel (Table) 44.

<sup>39</sup> Tafeln 1853, Tafel (Table) 8, p. 4–12; Tafeln 1851, Tafel (Table) 8, p. 12.



\*\*\*

The DDSG started as a small private company in 1829. Due to political and economic interests of the Danube Monarchy, the Company acquired state support crucial for its development. Around 50 new steamers, an own winter-port and shipyard, and hundreds of auxiliary facilities were established between 1831 and 1848. The Upper Danube lines proved that steam-shipping on the Danube could be very profitable. The Lower Danube lines, on the other hand, caused mainly losses to the company, and remained in function due to the interests of the Viennese cabinet. The fare prices of the DDSG indicate some protection policies existed for Hungarian agrarians (exporting to the west) and for Austrian industrials (exporting to the east). The financial situation of the corporation was not in good shape until 1847 when the operative profit raised to an amount covering all the real expenses of the new steam-shipping giant on the Dan.

## Bibliography

- Ardelanu 2009 = C. Ardelanu, From Vienna to Constantinople on Board the Vessels of the Austrian Danube Steam-Navigation Company (1834–1842), in *Historical Yearbook*, Vol VI, Romanian Academy “Nicolae Iorga” History Institute, Bucharest, 2009.
- Ardelanu 2010 = C. Ardelanu, Russian-British rivalry regarding Danube navigation and the origins of the Crimean war (1846–1853), in *Journal of Mediterranean Studies*, Vol. 19, No 2, University of Malta, Msida, 2010.
- Blum 1943 = J. Blum, Transportation and Industry in Austria, 1815–1848, in *The Journal of Modern History*, Vol. 15, No 1, The University of Chicago Press, Chicago, 1943.
- Focas 1987 = S. G. Focas, *The Lower Danube River In the Southeastern European Political and Economic Complex from Antiquity to the Conference of Belgrade of 1948*, East European Monographs – Boulder – Columbia University Press, New York, 1987.
- Hajnal 1920 = H. Hajnal, *The Danube, Its Historical, Political and Economic importance*, Martinus Nijhoff, The Hague, 1920.
- Inalcik 1994 = H. Inalcik (Ed.), *An Economic and Social History of the Ottoman Empire 1300–1914*, Cambridge University Press, Cambridge, 1994.
- Schiebe 1839 = A. Schiebe, *Universal-Lexikon der Handelswissenschaften*, Band III, Friedrich Fleischer – Gebrüder Schumann, Leipzig – Zwickau, 1839.
- Schneider 1839 = F. W. Schneider, *Taschenbuch der Maass- und Gewichtskunde*, Aug. Herbig Verlag, Berlin, 1839.
- Šedivý 2011 = M. Šedivý, From Hostility to Cooperation? Austria, Russia and the Danubian Principalities 1829–40, in *The Slavonic and East European Review*, Vol. 89, No 4, Modern Humanities Research Association and University College London, London, 2011.
- Šedivý 2013 = M. Šedivý, *Metternich, the Great Powers and the Eastern Question*, Západočeská univerzita v Plzni, Plzeň, 2013.
- Tafeln 1845 = *Tafeln zur Statistik der Oesterreichischen Monarchie, XIV Jahrgang, 1841*, Wien 1845.
- Tafeln 1846 = *Tafeln zur Statistik der Oesterreichischen Monarchie, XV Jahrgang, 1842*, Wien 1846.
- Tafeln 1847 = *Tafeln zur Statistik der Oesterreichischen Monarchie, XVI Jahrgang, 1843*, Wien 1847.
- Tafeln 1848 = *Tafeln zur Statistik der Oesterreichischen Monarchie, XVII Jahrgang, 1844*, Wien 1848.
- Tafeln 1851 = *Tafeln zur Statistik der Oesterreichischen Monarchie, II Teil, XVIII und XIX Jahrgang, 1845/46*, Wien 1851.
- Tafeln 1853 = *Tafeln zur Statistik der Oesterreichischen Monarchie, II Teil, XX und XXI Jahrgang, 1847/48*, Wien 1853.
- Zečević 2000 = R. R. Zečević, *Srbija i međunarodni položaj Đerdapa, istorija i sadašnjost*, Institut za međunarodnu politiku i privredu, Beograd, 2000.

DIE TRANSPORT-STATISTIK DER ÖSTERREICHISCHEN ERSTEN  
DONAUDAMPFSCHIFFARTSGESELLSCHAFT (DDSG) 1829–1848  
(Abstract)

Die Österreichische Erste Donaudampfschiffahrtsgesellschaft (DDSG) wurde im Jahre 1829 gegründet. Das Unternehmen hatte im Jahre 1831, als die erste reguläre Linie eröffnet wurde (Wien – Pest), nur 1 Dampfboot zu Verfügung. Durch Aktienverkäufe, gelang es der Gesellschaft das nötige Kapital für die Vergrößerung der Flotte zu bekommen. In der Periode 1829–1848, schaffte man es die Zahl der Dampfschiffe auf 47 zu steigern. Im Jahre 1847 hatte die DDSG bereits über 150 Transportschiffe verschiedener Art, einen eigenen Winterhafen und Werft, dutzende von Büros und Agentien, und über 700 eigene Angestellte (dazu mehr als 1.200 Hilfskräfte). Die Oberen Donau-Linien erzielten ständig Gewinn, derzeit die See- und Unteren Donau-Linien in Verluste geraten. Es war der Wunsch und Druck der Regierung der die östlichen Linien protegierte. Ohne politischen Einfluss und Hilfe der zentralen Macht wäre die rasche Transformierung der DDSG aus einer kleinen Verkehrsgesellschaft in einen Donau-Transport Riesen nicht möglich.