

Zaključak

Bogovićeve gospodarska i politička aktivnost može se pratiti u tri perioda i ona je snažno utjecala na njegovu karijeru i život. Mislio je da će njegove prijedloge podržati Beč, ali je ta nada nestala šezdesetih godina. Okrenuo se Pešti, rezultat je bio isti, te 1875. postaje nezavisni kritičar društva, dočekavši samo pruge u interesu Beča i Pešte. Međutim nije dočekao izgradnju niti jedne horizontalne pruge koja bi povezivala zapad Hrvatske s istokom a s ciljem što bržeg i snažnijeg uključivanja zavičaja u europski gospodarski sustav, bilo sredstvima domaćih veleposjednika, a kada to nije išlo, sredstvima *Kiral alam vasutak*. No to je i vrijeme kada su uvođenje parlamentarizma plaćali mali narodi, čiji su predstavnici uvijek bili nadglasani od predstavnika moćnih naroda, pa je tu i Bogović u traženju izlaza lutao između Beča i Pešte, da bi 1859. napisao dramu *Matija Gubec* koja možda najočitije prikazuje njegov interes za seljaštvo. Ta je drama potaknula hrvatske političare i povjesničare pa i braću Radić da iskoriste spomen na seljački ustanak Matije Gubca za politizaciju hrvatskog seljaštva. Od Bogovića možemo štošta naučiti. U sukobu i nadmetanju s velikima i moćnima predstavnici malih naroda, osobito onako nejedinstveni kakvi su bili Hrvati, nisu se mogli konstituirati kao snažniji politički faktor, već su se morali služiti svim sredstvima, pa i promjenom ideologije, prividno ili stvarno. Takva je sudbina pogodila i Mirka Bogovića koji je u političku i kulturnu povijest ušao samo kao pjesnik i dramatičar ali ne i kao borac za gospodarsko unapređivanje Hrvatske, kroz izgradnju cesta, željeznica i uređenje rijeka, što je bio temelj za gospodarski napredak.

Summary

Historical Reasons Why Once Illyrian Mirko Bogović Became a Unionist After 1961

Keywords: Mirko Bogović, Križevci, Croatia, railways, roads, canals, the economy

Mirko Bogović was not only a poet, politician and writer, but also played a significant role from 1840 to 1875 in the economic sphere due to his work on the construction of roads, railway lines and water works. He became a land surveyor after graduating from military school, as well as a lawyer after finishing public schools. This enabled him to partake in economic committees and commissions and to cover in detail and influence the transportation and water works policy in Croatia.

Bogović knew that politics is the art of the possible. Thus, encouraged by the needs of the people and the wish to ensure normal economical development of the area where he was born, he used economic committees and commissions to promote the building of roads, canals and railways in order to connect the Danube Basin with the Adriatic Sea. He was our first politician and public worker that understood the importance of that connection and route which was so important in the 19th century because he either studied or worked in Varaždin, Križevci, Zagreb, Szombathely, Kamenica and Pest, as well as Rijeka. His economic activity in that field, which can be traced until 1881, is somewhat underrepresented in our historiography. This is why his biography needs to be significantly updated, especially because interventions in the economy compelled Bogović to become a Unionist despite being a supporter of Ban Jelačić and the People's Party. In the end he not only fell out of favor with Vienna and Pest, but also the People's Party. His economic suggestions are generally rarely mentioned because they lacked support. Mirko Bogović is represented in Croatian literature only as a poet and dramatist, which significantly diminishes his importance in our historiography, especially the one dealing with economic matters. As an independent social critic from 1875 until his death in 1893, he did not live to see the desired connection of Križevci and Bjelovar, as well as Dugo Selo and Novska.