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SUMMARY

THE DRAVA RIVER'S REGULATION AND NAVIGATION IN THE SECOND HALF OF 19th CT. AND IN THE BEGINING OF THE 20th CT.

Regulation and inland navigation downstream the Drava river in the second half of 19th century and begining of 20th century

The town of Osijek is situated on the right side of the river Drava, the important element of geographic plan of the northern part of Eastern Croatian plain, 25 km upstream from the estuary of the Drava into the Danube. It represented river node - floating route, one of the most important ones in big Danube system. In 1870 the regulation of the Drava flow was continued for the establishment of more favourable traffic to railroad nodes of Austrian and Hungarian railroads. Regulation of the Drava river from the estuary to Barcs (which was than the utmost point of Southern railroads society system) was first performed in the upper flow and lasted for ten years. These interventions enabled strengthening of steamship traffic down the Drava. Besides floating units of the Danube steamship society,

there existed a separate Drava shipping, later Steamship society, and from 1890 the shipping of Hungarian state railroads. Regular inland navigation on the Drava river began when Municipal authorities allowed the Danube steamship society to put in their ships at the wider area than the originally ceded. The Society supported financially the agency for the turnover and passenger traffic in Osijek, at the area between Tvrdá and Down town. Re-establishment of inland navigation had a great significance for the economy in the town of Osijek, because the Society enlarged the capacity of the turnover and passenger traffic. Due to favourable position of Osijek, next to the Southern, Eastern and Northern borders, the town represented the reloading, but also the distribution centre. It also was a warehouse for domestic trade of agricultural products. Both export and import were done through it across the whole Austro-Hungarian Monarchy, Germany, and Danube basin principalities