

IV. ПОСТВОЄННИЙ СВІТ: СПАДЩИНА МИНУЛОГО ТА ІСТОРИЧНІ ПЕРСПЕКТИВИ

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FOREIGN TRADE THROUGH THE PORT CITY OF MARIUPOL BASED ON THE REPORTS OF BRITISH CONSULS 1858-1864

The city of Mariupol played an important role in the development of foreign trade between the Azov region and European countries in the 19th century. Strategically important products and goods in high demand in European markets were exported through the city's seaport. The United Kingdom, along with other countries such as Austria, the Kingdom of Sardinia (later the Kingdom of Italy) and others, considered Mariupol to be an important port city.

Information on the inclusion of Mariupol in the network of British consular offices is available in “Accounts and Papers. 1857-1858”, the source states that there was a consular representative in the rank of clerk who had a salary of £150 for 1858-1859 [1, c. 19]. In the same year, the first report on the development of trade in Mariupol during 1858 was published by Robert William Cumberbatch, who served as British Consul in Berdyansk. According to the report, the port of Mariupol was a third-class port, it was used only to export goods, and so imported goods were not delivered to the city. The consul described the port as inconvenient, due to the inability of ships to come directly to the shore to load vessels. Ships would anchor three miles offshore and wait to be loaded. To get the goods on board, they were first placed into small lighters, and conveyed to larger lighters or small vessels, and finally placed on board the vessels. Until 1858, small lighters were not used for loading goods, as small vessels would enter the mouth of the Kalmius River, load up and then deliver the goods directly to the ships. In 1858, this was no longer possible because the river mouth was gradually becoming blocked up. This system of loading ships significantly increased the cost of shipping and the value of goods [2, c. 43].

Robert William Cumberbatch provided statistics on the number of ships that arrived at the port of Mariupol in 1858 and compared these data with the two previous years (see Table 1). In 1862, Mariupol and the surrounding area experienced a drought, with many crops dying, which negatively affected the quantity and quality of the grain harvest. This led to a decline in export trade through the Mariupol port. As a result, in 1863 grain prices rose significantly, as British Consul R. W. Cumberbatch emphasised: “...the prices were too high to leave any prospect of a profit upon shipments” [4, c. 271]. Despite a significant decline in the total number of vessels from 179 in 1862 to 106 in 1863, the number of British ships remained unchanged (see Table 1).

The total number of ships flying the British flag gradually increased from 1858 to 1864, which, according to Acting Consul William George Wagstaff, was to continue, “...as commercial houses trading with Great Britain find it often more remunerative to transact business at Marianopol than at either Taganrog or Berdiansk” [5, c. 19]. The positive outlook was also influenced by the expectation

of a change in the status of the Mariupol custom-house from the third class that allowed importing goods that are exempt from duty to a second class custom-house as the Minister of Finance had indicated. According to the consul, such changes would undoubtedly have a positive impact on the development of trade in Mariupol and the role of the port among other ports of the Azov Sea.

The largest number of vessels that arrived in Mariupol sailed under the flags of Sardinia, Austria, Great Britain, Greece, and in much smaller numbers from the Ionian Islands, Naples, Norway, France, Belgium, Prussia, etc. The main export commodities in the late 50s were wheat, linseed, barley. Much less oats, tallow and red caviar were exported compared to the above mentioned goods. In 1861 and 1864, the list of exported goods increased significantly. As in previous years, wheat and linseed were the top exports, followed by oats, rapeseed and barley. Tallow, caviar, wool, butter and hides were also transported through the port of Mariupol [5, c. 20]. The expansion of the list of goods was taking place against the backdrop of an increase in sales and the number of ships arriving at the port.

Table 1. Total number of vessels arrived at Mariupol port from 1856-1864
[2, p. 43; 3, p. 345; 4, p. 271; 5, p. 19-20].

Year	Total number of vessels	British vessels	Tonnage	Exports in £
1856	193	no information	60,050	555,471
1857	97	no information	30,006	226,444
1858	127	10	41,696	354,529
1859	175	11	51,137	427,286
1860	170	11	54,036	612,113
1861	215	14	66,157	752,241
1862	179	12	52,611	511,336
1863	106	12	30,095	321,328
1864	187	14	51,556	535,594

Therefore, the reports of the British consuls show that the empire was interested in expanding foreign trade through the port of Mariupol. Despite the inconveniences faced by vessels when loading goods, foreign trade continued to develop, and the prospects of opening a second-class custom-house with permission to import goods to Mariupol gave hope for an increase in both export and import trade through the port of Mariupol.

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ПОВОЄННИЙ ДОСВІД БОРОТЬБИ З ЕПІДЕМІЄЮ ТУБЕРКУЛЬЗУ В ДОНЕЦЬКІЙ ОБЛАСТІ (1948-1955 рр.)

Друга світова війна була гуманітарною катастрофою, внаслідок якої Україна зазнала численних людських втрат, нищення соціальної інфраструктури, у тому числі мережі медичних закладів. Значної руйнації завдано й протитуберкульозній службі, що призвело до погіршення епідемічної ситуації з сухот. Актуальною проблемою є необхідність розгляду реакції медичної системи на епідемічні виклики, які постали перед суспільством після завершення війни. Звернення до цієї теми набуло неабиякої значущості за умов широкомасштабної війни, яку розв'язала РФ проти нашої держави, і яка вже призвела до значного ступеню руйнування об'єктів медичної та соціальної інфраструктури. Необхідно вивчити тогочасний досвід, у тому числі для того аби уникнути помилок, допущених советською владою при подоланні епідемій.

Повоєнний епідемічний стан був обумовлений цілим комплексом соціальних проблем, зокрема руйнацією комунального сектору, важкими житлово-побутовими умовами, скупченістю, недоїданням тощо. Тому зрозуміло, що в умовах бідності, економічних криз і недостатності харчування сприйнятливість людей до туберкульозу збільшується. Ситуація ускладнювалася і тим, що тисячі робітників, скерованих на відбудову промислових підприємств області жили в умовах тисняви і антисанітарії, часто в перенаселених гуртожитках барачного типу. Крім того, за особливими рішеннями радянського уряду для роботи на підприємствах ряду міністерств передавалась певна кількість спецконтингенту, які розміщувались у окремих табірних пунктах, а ув'язнені є групою високого ризику інфікування на туберкульоз. Масове переміщення репатріантів, військовополонених, в'язнів, реєвакуюваних категорій населення, демобілізованих військовослужбовців, робітників за оргнабором спричиняло велике скупчення людей на транспортних вузлах що сприяло швидкому розповсюдженню інфекційних хвороб.

Високу захворюваність на туберкульоз у СРСР почали офіційно реєструвати лише з 1947 р. За сучасними критеріями, це була епідемія туберкульозу. У 1948 р. смертність від всіх форм