

**THE DANUBE AND THE BLACK
SEA: MEMOIR ON THEIR
JUNCTION BY A RAILWAY
BETWEEN TCHERNAVODA AND A
FREE PORT AT KUSTENDJIE**

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The Danube and the Black Sea: Memoir on Their Junction by a Railway between Tchernavoda and a Free Port at Kustendjie by Thomas Forester

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THOMAS FORESTER

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THE DANUBE AND THE BLACK SEA:

MEMOIR

ON THEIR JUNCTION BY A RAILWAY

BETWEEN

TCHERNAVODA AND A FREE PORT AT KUSTENDJIE:

WITH

REMARKS ON THE NAVIGATION OF THE DANUBE, THE DANUBIAN PROVINCES,
THE CORN TRADE, THE ANCIENT AND PRESENT COMMERCE OF THE
EUXINE; AND NOTICES OF HISTORY, ANTIQUITIES, &c.

BY

THOMAS FORESTER, Esq.

AUTHOR OF "NORWAY IN 1848-1849," ETC. ETC. ETC.

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DANUBE AND BLACK SEA

RAILWAY AND HARBOUR.

SECTION I.

PRELIMINARY REMARKS.—The late War.—Results of the Treaty of Paris.—Danubian Principalities.—Mouths of the Danube.—Commission for clearing them.—Its difficulties.—Proposed Port and Railway.—Their feasibility.—Advantages to Commerce and Civilization.—Plan of the Memoir.

By a law of compensation in the wise order of Providence, the hurricane of war, like the tempest and the thunderstorm, clears the atmosphere; and, while sweeping the earth with desolation, prepares it for fresh processes of culture and improvement. The clouds dispersed, halcyon days succeed, which, turned to profit, afford new scope for industrial pursuits.

If this be true, generally, the remark may be hopefully applied, with more than usual force, to the war in which the great Western States lately engaged without any ambitious designs, with no view to territorial extension, but solely in the

The late War.

interests of civilization and progress, to interpose a barrier against a Power instinctively antagonistic to these principles.

The contest has been recently brought to a happy conclusion ; for, whatever opinions may be entertained regarding the conduct of the war, the share of its renown which has fallen to our lot, or the possible results to be obtained by a continuance of hostilities, all parties are agreed in accepting the terms on which peace has been restored as fulfilling the main objects for which the war was undertaken.

Treaty of
Paris.

We find the bases of that civilizing and industrial progress of which we have spoken soundly laid by the Treaty of Paris (1856). Such are the provisions which, in effect, convert the Euxine into a neutral sea ;—those vindicating the right of the free navigation of the Danube, and securing it by a cession of frontier on its left bank ;—the measures adopted for establishing a better system of government in the fertile provinces watered by that noble river, and thus developing their abundant resources ;—and the guarantee of independence which, combined with internal reforms, can alone give renewed vitality to the Ottoman Empire.

Results of
the Peace.

A new era commences from the ratification of the Treaty of Paris ; and the security it promises gives an opening to fresh channels for commercial enterprise, to a wide field for engineering skill. Among the projects, more or less feasible, to