

AUSTRO-HUNGARIAN PULA



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AUSTRO-HUNGARIAN

PULA

THE CITY ENVIED BY EVERYONE



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AUSTRO-HUNGARIAN PULA

THE CITY ENVIED BY EVERYONE



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MAIN NAVAL PORT
AND URBAN CENTER

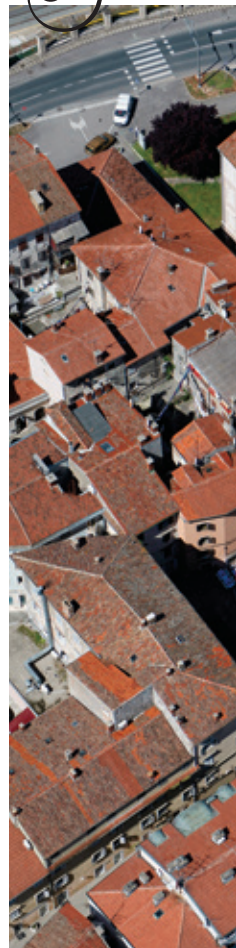


In the historical memory of Pula, the period between the mid 19th century and World War I will be recorded as the time when Pula was the main naval port, the anchorage of the Austro-Hungarian Navy and the seat of the naval and air force arsenal. It was the time when its population first surpassed 60,000. The population growth of the city is best illustrated by the fact that between the 18th and 19th century, at the time of the French administration, Pula's population was a mere 813.





PPMI-42307



Just before World War I, Pula had all the traits of a Central European city that grew into a modern urban center with a modern utilities infrastructure (water supply system, gas, electricity, telephone, tram), schools, theater, the city and maritime museums, cinemas, civil and military hospital, hotels, restaurants and bars. Along with daily papers published in German, Italian and Croatian, the daily papers also comprised nearly all copies of the most relevant European papers such as *Le Figaro*, *Le Journal Amusant*, *Deutsches Volksblatt*, *Wiener Allgemeine*, *London News* and *Agramer Tagblatt*.

According to the ethnic affiliation, the City is extremely heterogeneous. For instance, according to the 1910 population census, Pula had 45.13 % Italians, 16.18 % Croats, 15.46 % Germans, 5.62 % Slovenes and 17.2 % members of other nationalities (Hungarians, Czechs, Slovaks, Polish, Ukrainians).



THE EMPIRE ENTERS THE NEGLECTED AND UNINHABITED TOWN



Throughout its history and in the first decades of the 19th century Istria, and consequently Pula as its largest city, underwent political turmoil frequently changing its administrative system.

The defeat of Napoleon in Russia and afterwards in the Battle of Nations near Leipzig (October 16 – 18, 1813), marked the cessation of the French administration, and Austrian troops entered the area of the Illyrian Provinces. The French administration officially ceased only after the Paris Peace Treaty and conclusions of the Vienna Congress (June 9, 1815). Upon signing the Peace Treaty in Paris, in a proclamation, published in German, Italian, Slovene and Croatian, Emperor Franz I will proclaim the territories named by the French administration Illyrian Provinces "(...) an integral part of the Empire incorporated in it for eternity (...)". As proposed by the Central Organizing Commission whose first orders had been stipulated on October 9, 1814, Pula will become part of the wide administrative unit in the northern Adriatic, headquarters in Trieste. The new administrative unit named Primorje (Küstenland) became in 1816 part of a wider region Illyria promoted into the order of "kingdom". After 1832, the area was divided into 17 districts, and according to its population, Pula was categorized as a town and became the seat of the municipality.

By the mid 19th century, Pula was a neglected and unpopulated town, abandoned houses caved in and dilapidated, and only its Roman remains speak of its one-time order and wealth. The large port was a haven for ships seeking shelter in bad weather.

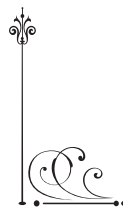


PPMI-41389

For instance, in April 1817, because of inclement weather, the Austrian frigate “Augusta” and “Austria” called into the empty Pula port. In the first frigate was Archduchess Carolina Josepha Leopoldine, daughter of Emperor Franz I, traveling with her entourage to Rio de Janeiro for her wedding with Don Pedro, son of Portugal’s King Juan IV. The other frigate carried members of the Austrian scientific and economic expedition, among whom was painter Thomas Ender who painted four watercolors with motifs of Pula of the time, during the six days he was compelled to stay in town.

PRINTS AND DRAWINGS OF PULA'S MONUMENTS

In spite of neglect, the monuments of Pula were at the time publicly known in Europe, namely owing to drawings and prints made in Pula by its eminent guests, among whom Michelangelo Buonarroti.







FRANZ I FIRST TIME IN PULA – IMPRESSED AND APALLED



The first recorded Austrian ruler visiting Pula was Franz II, or Franz I (1792 – 1806 – 1835), the last Holy Roman emperor, founder and the first Emperor of Austria. In his title from 1806, along with being Emperor of Austria, King of Jerusalem, Hungary, Bohemia, Dalmatia, Croatia and Slavonia..., Duke of Salzburg, Styria, Carinthia..., Grand Duke of Krakow, Prince of Transylvania, Duke of Lublin, the Upper and Lower Silesia ..., Count of Habsburg, Gorizia, Burgenland, Tyrol, Lusatia, he also bore the title of Margrave of Istria. Franz I arrived in Pula for the first time in May 1816 in the company of architect Pietro Nobile. He was impressed by the built heritage, but at the same time appalled by the neglect of the most representative antique buildings. He was delighted by the harmony, Corinthian capitals of the Temple of Augustus in the square next to the Town Hall, but also unpleasantly surprised by the fact that the municipal authorities rented it for 40 Guldens as a granary. Having returned to Vienna, he will encourage



LLOYD PUBLISHES THE FIRST GUIDEBOOK BY PIETRO KANDLER

At that time, arriving in Pula, a “second-rate” town at the far south of Istria, was truly an adventure. Only after 1838 will the Austrian Lloyd connect Pula with Trieste — every 15 days its ships called in Pula on their regular line that connected Trieste with Dalmatia, namely with Gruž and Kotor. On this occasion, Lloyd printed a brochure “Costa occidentale dell’Istria” with a panorama of the Istrian coast by Giuseppe Riger. Beneath the drawing of Pula port it read “Pula port, population 1,200”. For comparison: beneath the view of Trieste it read population 60,000, Poreč 3,000, Rovinj 11,000 and Vodnjan 4,300.

Lloyd introduced a regular weekly connection between Trieste and Pula on January 3, 1845 and that same year Lloyd published the first guidebook by Pietro Kandler “Cenni al forestiere che visita Pola” (Notes for foreigners visiting Pula). The contemporary travel writer wrote that Pula’s commerce was insignificant, based only on small quantities of wine, oil and wood; crafts were non-existent, everything was imported and tuna fish was the only export produce.





awareness for the built heritage of Pula and request that the dilapidation of the buildings be stopped and ban the use of monument fragments as building material. Following this decision, all the monuments in Pula were listed as state property.

Drawings of monuments made by Franz I during his stay in Pula, along with four watercolors of Thomas Ender from 1817 and drawings of Louis-François Cassas and Thomas Allason (1919) best illustrate the neglect of the town and antique monuments in the future main naval base of Austria, that is to say the Austro-Hungarian Monarchy.

Franz I will return to Pula in 1832 and, having visited the greater area around the Pula port and the south-easternmost part of the Istrian Peninsula, will pass the present-day Portarata Square and through the Arch of the Sergi arrive to the Communal Palace, to be greeted by archaeologist Giovanni Carrara Polensis, conservator of antiquities and guide to many eminent figures and groups visiting Pula.

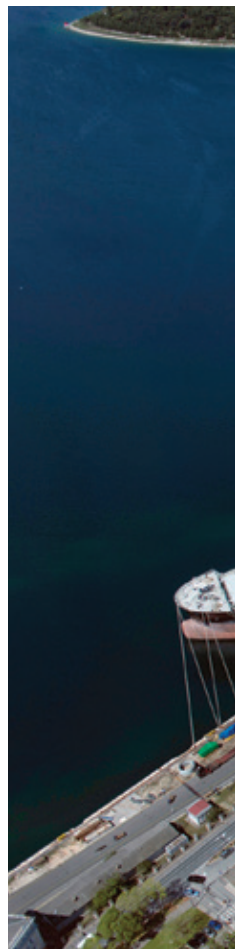


THE COURT IN VIENNA SERIOUSLY PLANS THE FUTURE OF PULA — CONSTRUCTION OF THE ARSENAL

However, the court in Vienna seriously considered the town with no future. In 1835 it first proposed that a naval port be built in Pula beside the existing arsenal in Venice. On April 12, 1850 Emperor Franz Joseph I finally decided that Pula would become the main anchorage of the Austrian navy and on May 17, 1850 inspected Pula Bay in order to assess once again the rightness of his decision.

As early as November 20, 1850 the Fleet Command informs the District Command in Venice that a naval arsenal will be established in Pula (Marine-Etablissement). That same year Uljanik island (Scoglio Olivi) was purchased, the warehouse was built (capacity 3,000 t) for ship equipment with bridges for ship access when discharging and loading and the Port Admiralty was founded. At the end of the year, civil engineer, major Karl Moering proposed that a hospital for 800 patients be built, barracks for 1,000 soldiers and Admiralty (opposite Uljanik island). In October 1855, it was decided that a two-deck propeller liner be built on Uljanik island. The ship would be named “Kaiser”.

Finally, on December 9, 1856, when the construction significantly progressed, the imperial couple with their entourage arrived in Pula from Venice and symbolically laid the foundation stone of the future military port and naval Arsenal.







The charter laid beneath the foundation stone read: “ (...) now that Pula has become part of our mighty country, aware of its power ...the Austrian venturous ruler realized the importance of this practical

port and it is on his initiative that Pula shall again as in the old days send its pennants into all winds, protecting and supporting them simultaneously. (...) Emperor Franz Joseph I himself, laid the founda-



tion stone for the construction of the mighty arsenal for an ever growing fleet of his Empire, and a blessed sprout inside it that was to bloom again into a port city envied long ago (...)"

And as the Emperor said, the Arsenal in Pula will become the main maintenance center for the Austrian, and consequently Austro-Hungarian Navy and Uljanik island will become the site of slipways and docks, a shipyard, workshops, torpedo launch station... The Arsenal spread over 3,270 meters of coastline, with as much as 578 meters of jetties. It was separated from the city by a safety wall 1,795 meters long that protected the Arsenal from unwanted views. A branch of the railway 1.3 kilometers long, from the railway station over the waterfront to the Arsenal, was built already in September 1878, and the bridge connecting the mainland with Uljanik island, in 1884. Railway tracks were laid subsequently on the bridge and Uljanik became and remained the only island in the Croatian Adriatic connected with the mainland by a railway.

The Arsenal's versatile production and the shipyard as well as the construction of Pula as the main naval port and anchorage of the Austro-Hungarian Navy caused great changes in the political, economic, social, ethnical and demographic sphere of the city.



In the first decade of the 20th century, the navy had more than 2,500 full-time employees and another 5,500 unskilled workers were employed part-time until completion of work. The state was the greatest employer, and the Arsenal in Pula, a concentration of numerous craftsmen of all profiles. At the time, Pula was the third largest city, after Rijeka and Zagreb, on the territory of present-day Croatia and the ninth largest city in the Austrian part of the Monarchy.

Islands Uljanik, Sv. Katarina and Sv. Andrija divided the port into the military and commercial port — the military port will become the anchorage for military ships from Turkey, England, Argentina, Denmark, Germany... The turnover of the commercial port was at a very high level; in 1901 as many as 1,978 ships called in.

MARITIME MUSEUM IN THE ARSENAL

The Arsenal had a Maritime Museum and was also a tourist destination. Visits to the Museum and one of the battleships were possible upon request and permission of the Command, and in the company of a cadet.

HISTORIC FLIGHT ON SEPTEMBER 27, 1912

In 1911, the military authorities also purchased Sv. Katarina island from the town authorities, enlarged it by gravelling, built access paths, aircraft warehouses, turning it into a trial naval base on February 23, 1912. The first naval aircraft designed by engineer Josef Mickl, Marineapparat I, with pilot Viktor Klobučar-Rukavina de Bunić took off from Pula port on September 27, 1912.

DIRECT TRAIN TO VIENNA AND PULA'S FAMOUS GUESTS

Since the 1880s Pula was daily connected by steamboat with Trieste and towns on the western coast of Istria, as well as with Rijeka and the Kvarner islands, and with Zadar, Šibenik, Split, Metković, Gruž and Kotor.

From 1876 Pula could be reached by railway as well. After 1882 four trains arrived in Pula and the town was connected with Rijeka, Trieste and Vienna, which, from 1911, had direct connections on a daily basis. A bus line Opatija — Labin — Barban — Vodnjan — Pula was introduced in 1909.

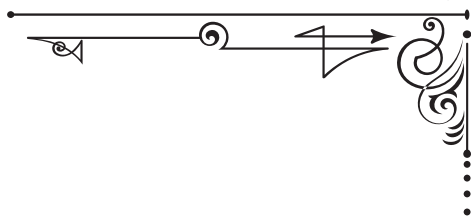
Businessmen, industrialists, merchants, state officials, military and naval officers, as well as chance travelers daily arrived in Pula. They stayed in one of Pula's dozen hotels: Elisabeth, Schreiner/Pola/Belvedere, Austria, Ribolli, Central, Europa/Imperial, Alla città di Trieste, Piccolo, Ladavaz/Albergo-Ristorante ai due mori,



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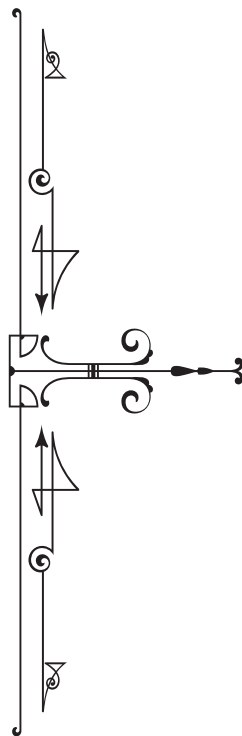
Miramare, Moncenisi, Bernardi/Leopold, Tempio d'Augusto, Hotel della Ville, and since 1909, in the Palast Hotel Riviera. The daily papers regularly published lists of hotel guests coming from all parts of Europe, among whom the German Emperor Wilhelm II, Montenegrin princes Mirko and Danilo, American admiral Carl O'Neil, Gustav Klimt, Paul Ress, Emil von Behring, Anton Gnirs, Guglielmo Marconi, Thomas Mann, Bernard Shaw...

The halls of Pula's hotels as well its many restaurants were the sites of cultural events. On Thursdays and Sundays, besides orchestras from Pula, eminent musicians performed as well, such as the Viennese singing group of Franz Lang, Compagnia Italiana d'opera lirica, Austrian pianist and composer Alfred Grünfeld...

Many celebrities arrived in Pula on yachts – the Greek royal couple, German Emperor Wilhelm II, King of Saxony Friedrich August III, the French Prime Minister Waldeck Rousseau, former French Empress Eugenie, Egyptian prince Aziz Hassan...



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The guidebooks of Pula recommended visits to Medulin, *Ribarska koliba*, Valbandon and the Brijuni, as well as to the Arsenal and a sightseeing tour of Pula's fortifications.

At the beginning of the century, Pula was daily connected with Valbandon, Fažana and the Brijuni by steamboat, and sightseeing of the city was also possible riding a two-horse or one-horse carriage.

URBAN DEVELOPMENT: PLANNED TRANSFORMATION INTO A MODERN CENTRAL EUROPEAN CITY



After its city walls had been pulled down in 1850, Pula lost its significance as a medieval fortified town and began its transformation into a modern Central European city. At first, the town expanded unplanned with buildings erected along the existing communication directions that, from the old town core, led to the east and north along present-day Amfiteatarska, Labinjina, Flanatička, Fontička, Dobrilina, Scalerova, Nezakcijska and Dubrovačke bratovštine Streets. The old Premanturska and Medulinska roads were also lined with new buildings.

A provision stipulated old and new streets be named and house numbers be given to buildings. Pula was divided into city districts: City, Port' Aurea, Zaro, San Martin, Arena, San Policarpo with suburbs Della Stazi-one, Siana, San Michele and Veruda.





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CITY DISTRICT *GRAD*



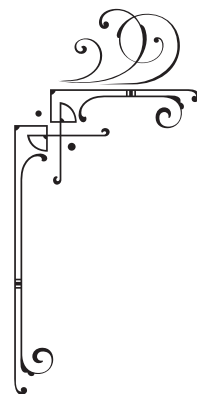
New buildings gradually filled the historic core. In 1862 a new waterfront with St. Theodore quay had already been built, and the previous year, on the stretch of the one-time town walls so was the Command building (Stabsgebäude), presently known among Pula's citizens as the Admiralty. It was the first and the greatest building in line, and the seat of the Engineering headquarters, Artillery headquarters, City command and the Artillery storage depot headquarters. The Command building, for the construction of which the bishopric from the end of the 5th century had been pulled down, was built in the neo-classical style – 29-meter-long two-storey building with an imitation of a Greco-Roman temple dominated by six columns with Doric capitals bearing the architrave with gable and sculptures by Antonio di Stefano and Andrea Delton. Further along the demolished walls, new buildings were built: public baths, hotels, banks, and on the northern side of the coastal strip, a monumental barracks of the 87th infantry regiment in 1878, today only partly preserved.





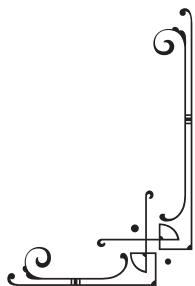
Kaštel and the exact “military time of Pula”

In the center of the old city, at the time when Pula was transformed into the main Austro-Hungarian military port, the previously neglected Venetian fortress surrounded by gardens, vineyards and olive groves was renovated on Kaštel hill. On the northern mezzaluna of the fortress, a new 1,200 cubic reservoir was built in 1861 for the needs of the Arsenal, large and small naval barracks, Naval Hospital and the Army Command building by the sea. Water was supplied to the first reservoir from the captured spring at Nymphaeum. In the courtyard of Kaštel, another 1,627 cubic reservoir was built in 1876.









The Kaštel fortress played an important role since 1875 in signaling the exact time known as the “military time of Pula” (Militärzeit Pola – MZP). A special signal device was mounted on the fortification consisting of a black balloon and a lifting and lowering mechanism. The optic sign on the Hydrographic Institute, later an electric impulse, marked the beginning of exact time signaling for the naval fleet in the naval port of Pula. The black balloon was raised every day at 11.55, and the beginning of its lowering and a fired cannon ball, marked noon of the 15th meridian.

TO THE SHELTER WITH AN IDENTIFICATION CARD

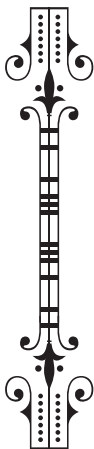
Since mid April 1918, the civilians were allowed to seek shelter in the underground shelter beneath the Kaštel during military activities of enemy air forces. The shelter could hold maximum 250 persons, and no one was allowed to stay overnight. Only citizens living near the fortress had the right of entry, against an identification card.



City of Graz Park – a site of modest and noisy living

On part of the present-day City of Graz Park and the nearby parking lots, between Via dell'Arsenale and Sergijevaca Streets of the time, there was a whole town with many narrow streets: Via Tradonico, Via Nettuno, Via Abbazia, Via Minerva, Vicolo Della Bissa... The cramped small houses provided a very modest but noisy life. Opposite the Port Admiralty (presently the Uljanik administration building) and the Arsenal Command building, by the Hotel Central of Alois Heim there were many taverns. Trattoria All'Isoletta owned by Giovanni Ispirovich offered local dishes and wines from Kanfanar and Smoljanci, while the Nuova cucina popolare offered lunch with coffee for only 40 Hellers. Arsenal workers enjoyed lunch delivered at the gate. In April 1885, Luigi Rismondo closed Apollo restaurant, a popular meeting place of old Pula citizens and after a month, in the immediate vicinity, in Nettuno Street, opened





the new fancier Ristorante Rismondo. In 1900, the new owner B. Baumgartner first rented and renewed it, and in 1904 purchased it offering his guests Italian and German cuisine, fine wines and always fresh Pilsen and Dreher beer Märzer.

The area is also known for the large multi-purpose Apollo Hall with the eponymous restaurant at Tradonico 3, as the street was then named, and built before 1869. This was the site of political meetings, celebrations of Labor Day, Dance School, and in mid March 1907, it hosted “The great international electro bioscope” presented as the best touring cinema in Europe. At the same time, on March 13, 1907 the New Museum of Antiquities (Nuovi Musei d'antichità) was opened on the first floor. During the Great War citizens of Pula who were allowed to stay in the Naval Base Pula regularly collected their monthly supply of rationed food.

Sergijevaca Street – the main city street

Sergijevaca Street, leading from the Golden Gate to the Forum, was at the time, as well as today, the main city street where venturesome merchants opened their shops selling furniture, clothing, musical instruments, ladies' head dresses, bakeries, lottery, pastry shops, goldsmith's, luxury goods and groceries. The printery and offices of Pula's daily newspaper *Pola* and *Giornaletto di Pola* were also located in this street, as well as Bernardis restaurant and hotel, Caffè Aurora and cinemas Edison and Bernardis. In mid September 1903, Sergijevaca Street, together with all nearby streets leading to it, was overlain by concrete, and several days later, by asphalt as well. Two years earlier gas lighting had been introduced in the street.





NEW ICE CREAM FLAVORS AND ELECTRIC LIGHTING

At the beginning of the street, since May 1902, pastry shop Clai offered two new ice cream flavors every day. In front of the pastry shop, electric lighting was turned on for the first time on October 29, 1904.



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Dante Alighieri Square and the first city theater

After the south medieval town walls had been pulled down, the new city square, present-day Dante Square developed in front of the first Pula Theater — Teatro Nuovo — surrounded by the post office building, the police building and followed by the first elementary school.

Teatro Nuovo was built by Pietro Ciscutti, an entrepreneur from Pula with his own money, near the Church of Our Lady of Mercy, at the corner of Sergijevaca Street and present-day Prolaz kod kazališta. The theater was inaugurated on December 26, 1854. Designed by Giovanni Quadri, its construction was carried out by the well-known Venetian builder Carrara. The theater atrium consisted of a cloakroom, refreshment and socializing area. The stalls were surrounded by 21 boxes on the mezzanine, and after reconstruction of the theater gallery in 1856, the theater also had 21 boxes on the first floor. Eminent Pula families had their permanent boxes. In 1870 the theater was refurbished and candles were replaced by gas lighting.

An alley of holm oak was planted on the trapeze-shaped square and the first public drinking fountain for the nearby households



was placed. In 1872 the entire area was improved by a new water fountain that stood on a stair-like base, erected by mayor Dr. Angelo Demartini with his own money. Between the two wars, the Italian authorities replaced the fountain by a new one that still stands today, designed by Pula architect and sculptor Enrico Trolis.

The new building on the western side became the seat of the newly established Fire Fighting Society in 1878.

Fittingly for a real square, a certain Mr. C. Bratus opened the restaurant Zum Goldenen Anker for refreshment and socializing and offered daily German cuisine, fine wines and excellent Pilsen beer. Since 1905, its new owner, Josef Golob offered piano and violin dinners on Thursdays. Since 1884, the exclusive Tegetthoff restaurant (earlier Al Teatro vecchio) offered meat and fish dishes with Puntigamer beer. From October 1884, every evening an orchestra conducted by maestro Guarnieri played in the restaurant. Giovanna Trigari had a fashion salon Cappelli da Signora in the square since 1907.

THE FIRST FOUR CITY FOUNTAINS

Water supply was provided to the citizens of Pula by four city fountains — at the Nymphaeum, at the end of Kandlerova Street, at the Old Market Square and at Dante Square. Above the pumping station at the Nymphaeum, a smaller building was built in 1835 whose gable, pulled down in 1947, read — Franciskus et Carolina after Franz I and his fourth wife Carolina Charlotte Augusta von Bayern. Karolina has remained until the present the name of the building, spring and the surrounding area.





Marine Casino – cult club and culture area

The foundation stone of the future officer's club, Marine Casino, was laid on July 20, 1870 and the new gathering place of the citizens of Pula was inaugurated on May 9, 1872. Its construction was encouraged by the Austrian naval commander, Admiral Wilhelm von Tegetthoff, following the plans of Munich architect Friedrich Adam. The Casino was designed in the style of English clubs, and in the rear end of the spacious park was a grass cricket field, bowling alley, boccie alley, birdhouse and a music pavilion. Full time members and their guests could listen to eminent musicians such as the Czech composer František Ondříček, the Hungarian violinist Stefi Geyer and pianist Oscar Dienzl. The building had a café, restaurant, library and reading room. Since 1876 it was the seat of the Scientific Society of the Imperial and Royal Navy that organized professional lectures.









As the city developed into the main port of the Austro-Hungarian Monarchy, the Marine Casino became too small for all its activities, which is why its first reconstructions began in 1885. The old Marine Casino was pulled down in October 1910, and the new, larger and preserved building designed by Ludwig Baumann was completed on December 18, 1913.

The Marine Casino was built without the financial support of the state and its maintenance was financed by navy officers and noncommissioned officers. It was open for members from 5 a.m. and

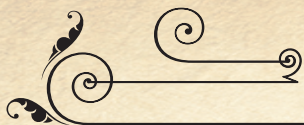
respectively 6 a.m. in the winter until 2 a.m. The rooms were heated and the temperature was not allowed to drop below 19 degrees Celsius. The building had its own electric power supply. Lunch was served between 10 a.m. and 2 p.m., and dinner from 7 p.m. until 1 a.m. In 1914 and 1915 it had its journal — the *Marinekasino-Nachrichten*.

The Marine Casino was also a cult place where command duties were taken up, the site of receptions, formal dinners or lunches. Nowadays, the building is known as the House of Croatian Defenders.



MENU FOR GUESTS OF VICE-ADMIRAL MAXIMILIAN DAUBLEBSKI VON STERNECK UND EHRENSTEIN

On his first visit to the Pula naval port as commander of the Naval Department of the Ministry of War, Vice-Admiral Maximilian Daublebsky von Sterneck und Ehrenstein, also navy commander by his new duty, organized a gala reception and dinner for 60 guests on January 13, 1884. The menu consisted of: Hûîtres (oysters), Potage asperges (asparagus soup), Poisson en mayonnaise (fish with mayonnaise), Filet de bœuf garni (seasoned beef fillet), Rôti des volailles (roasted chicken), salad, Tarte (pie), dessert fruit-fromage (fruit and cheese) and at the end café (coffee).



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PALACE OF ARCHDUKE KARL STEPHAN

Opposite the Marine Casino, at the intersection of the then Arsenalska and Zaro Streets, and San Policarpo Street, between 1888 and 1890, following the design of Rudolf Klotz and Francesco Oliva, a monumental neo-Renaissance style angled-building was built — the Palace of Archduke Karl Stephan of Austria.

In 1901 the owner sold it to the state, and it will later hold the apartment of district captain and the New Officers' Home (Neues Offiziers-Heim), and subsequently the new seat of the Imperial and Royal Yacht Club (k. u. k. Yachtgeschwader). The building was destroyed in the Allied air raid in World War II, and on its site today stands the new wing of the main post office.

CITY DISTRICT PORT'AUREA

With new buildings erected along the existing roads leading from the city to the east and north, Pula began to spread onto areas beyond the historic core. In the area between Port'Aurea (present-day Portarata Square) on the west and Fort San Michele on the east and towards the northwest to the Riva waterfront, a new city district developed — Port'Aurea.

Cosmopolitan life in the new city center

In the empty area between two parallel streets, partly following the city walls landwards — between Viale Carrara and Via delle Circonvallazioni streets (at the site of present-day Giardini) — the planted trees (1904) created the Pula ring between the old core and the new city in the making. With Port'Aurea Square partly tucked in the historic core, this district will become one of the new city centers with modern restaurants (Al Prato, Restaurant Krivitz, Arco Romano / Alla Città di Pilsen), shops selling furniture, mirrors, tapestries, gold-plated objects and fashion salons... In the immediate vicinity, by the Arch of the Sergi, at Clivio di San Stefano 1, the international language school — Berlitz Language School opened its 208th location in 1904. The school organized English, French, Italian and later Croatian and Hungarian language courses. In their advertisement for enrollment, among other English language teachers, in their first year, was James Joyce referred to as "Doctor of Philosophy from London". The Museum of Antiquities (Museo d'antichità) opened in the same street on August 3, 1902, in a building that no longer exists today.







Film district

In Carrarina Street, entrepreneur Giovanni Bläser, presented the “BIOSCOP — Edison’s latest motion picture invention” in a marquee set up for the occasion, at the end of 1901. At the same location he set up his marquee three times again in 1903. In the next to last appearance, along with the film about the Pope’s death, he showed the film “The launching of the cruiser ‘Szigetvár’ in the shipyard Scoglio Olivi” and “Sailors abandoning the Radetzky battleship”. At the end of 1904, the “Bioscopio Lifka” also came to Pula.

The great interest of Pula’s citizens for motion pictures will serve as a motif to entrepreneur Covini to open the Cinematografo Excelsior at Port’Aurea in 1906, while a certain Mr. Tominc, will open the new Cinema Edison on April 26, 1906, in the Matellic house, (at the corner of present-day Laginjina Street and Portarata Square). In June that same year, he opened one more cinema (in present-day Fontička Street) in the new hall with electricity and fans (Bioscopio elettrico internazionale sistema Engelsman Teatro).







Politeama Ciscutti – from opera over circus to political meeting

Pietro Ciscutti was remembered in history as owner and founder of the first Pula Theater – Teatro Nuovo in 1854. Twenty-eight years later, precisely in 1882, again with his own money, he completed the new theater building situated at the border of the historic core and the future modern business center of the city. The owner and manager of the new Pula Theater, aware of the modest building and its location, named it simply “politeama” i.e. multifunctional hall. Advertised as Politeama Ciscutti, it will become a universal auditorium for all kinds of theater and musical performances, and for various entertainment activities (circus, film, sports events).

Designed by Ruggero Berlam, the theater could hold up to 800 spectators and consisted of stalls, 28 boxes on the mezzanine, 30 boxes on the first floor, a balcony and gallery. Entrepreneur G. Rosi rented an area in the building on March 27, 1885 and opened the café-restaurant Politeama Ciscutti.

The first and last trimester of the year were the theater and opera season. The stage of the Pula Theater hosted the best-known Italian and German theater and opera companies. The repertoire consisted of plays of W. Shakespeare: “Hamlet”, “The Taming of the Shrew”, “Romeo and Juliet”, Euripides’ “Orestes”, Ibsen’s “Hedda Gabler”. Works of G. Donizetti, G. Puccini, C. Gounod, J. Offenbach, J. Strauss Jr., G. Rossini, and particularly G. Verdi, were not a rarity.

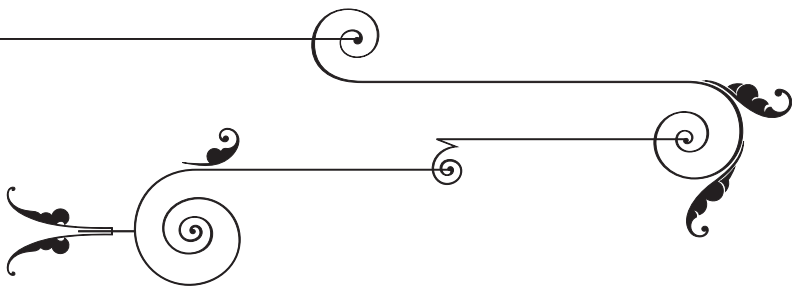


The building was also used for public and political meetings, and in February it hosted masquerade balls.

It was closed in 1971, refurbished and re-opened as late as 1984. All that remained of the one-time Politeama Ciscutti was the façade looking onto Laginjina and Smareglina Streets and a skeleton of boxes around the auditorium of the present-day Istrian National Theater — City Theater Pula.

SPORTS MATCHES IN THE THEATER

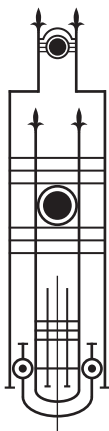
Sports matches in the theater were no rarity either. For instance, at the end of 1901, Massimiliano Roberto Raicevich from Trieste during three days presented a new martial art — Greco-Roman wrestling. English champion Max Morion arrived in Pula especially for this occasion.



First film screening

Less than a year after Paris, and only a month after Zagreb, Pula was the site of the first attempt of screening a “moving picture”. The venue — Politeama Ciscutti, date — November 21, 1896. The Pula weekly newspaper L'Eco di Pola wrote that the audience was entertained by two orchestras — military, and the one of the opera society from Pula — and that the show was unsuccessful because the picture was unclear and not bright enough. Because of great interest for such type of entertainment, the hall was often rented to new cinema entrepreneurs for as long as a month. The theater hosted Reale Cinematografo Gigante di Spina, Cinematografo Irida, and in 1907 certain Spessot and Doliner — owners of the greatest travelling cinema in Europe “the cinema that speaks and sings: The American Bioscope”.





Piazza Verde – a new market in a new square

In the new part of the city, at the improved area of *Mala poljana* (Prato Piccolo) bounded on one side by the road that led from the city to Medulin, Pomer and Premantura, and on the other by the *Veliki kanal* (Canal Grande), a new square developed – Piazza Verde. The decision about the construction of a new covered market building at this site was made by city counselors at the beginning of the 20th century. Designed by Viennese engineer Leopold Nobis, the new market had to have a ground floor built of stone and the first floor built by a steel structure with 20 sales points for permanent and temporary vendors. The final design was done by the Viennese company of Jacob Ludwig Münz, and



architect Johann Pokarny conducted the works. In January 1903 it was decided that the new Pula market be named Mercato delle vettovaglie di Piazza Verde, and the rental prices were established. Among others, six sales points were foreseen for butcheries.

The new market assumed gas lighting on March 21, 1903 at 6 p.m. and at the same time four faucets with running water were installed at the fish market.

The opening of the new Pula market, a true representative of modern construction on April 1, 1903 swept away the old market and several fruit and vegetable markets at the crossing of present-day Kandlerova, Carrarina, and Castropola Streets as well as the one at the beginning of Giardini.



PETITION FOR THE FISH MARKET

Inside the market building, at the site where it stands today, the new fish market, designed by Angel Mayer, was completed and opened on December 12, 1903. Stalls that were brought from earlier fish market at Comizio Square held fish caught by Pula fishermen: Don Zanetti had John Dories, Salvadori soles, Sponza tunas, Galessano mussels, Pattinelli pelamid...

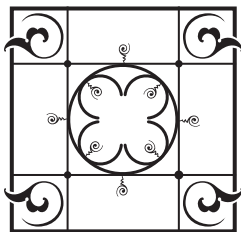
The old fish market behind the Temple of Augustus, in the immediate vicinity of the sea being closed, citizens of the old city filed a petition to the city counselors demanding that Pula, like all coastal towns, had its fish market near the sea. The city authorities met the request and, in order to enable citizens to buy fish directly from the fishermen, the remaining six tables were placed on a smaller part of the park between the cathedral and the waterfront — the first park created at the site of the one-time cemetery after burials had been forbidden within the city walls in 1846.



Regional lyceum for girls – a Secessionist gem

On August 19, 1903 the city authorities decided that the Regional lyceum for girls (Liceo provincial femminile) be built at the eastern edge of the city district Port'Aurea and *Sv. Mihovil* suburb, between Campomarzio and the old road to Medulin.





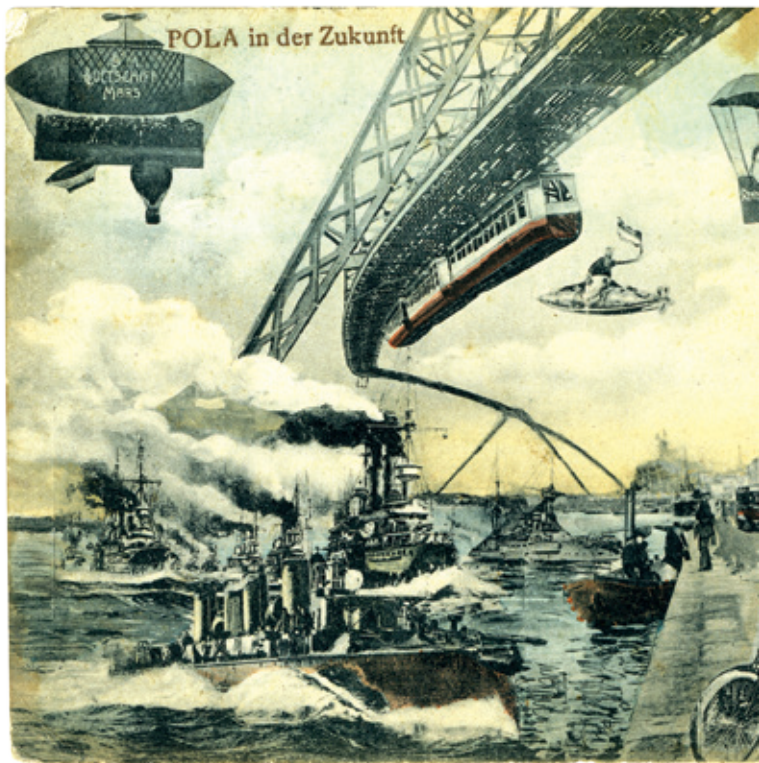
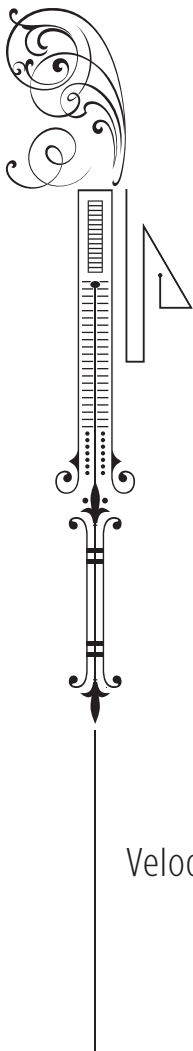
The foundation stone was laid on April 11, 1904 and in a festive atmosphere, a glass cylinder with parchment and 36 Kronas was laid in a square hole. The idea of 36 Kronas, which at the time was a weekly salary of a professional worker of the Arsenal, lying beneath the foundation stone encouraged city burglars to try to dig out and steal the money. However, the vigilance of the guard prevented them in this dishonorable venture. Three years later, amid the tended park designed by architect Rudolf Borri, the year of 1907 saw the completion of this pearl of Pula's Secessionist heritage where the Juraj Dobrila University stands today.











Velodrome of Pula – competition and entertainment

Northwest of the Lyceum for girls, in the immediate vicinity of the School of Crafts built in 1901, at today's sports ground of the Gymnasium stood the Pula velodrome. This is where the Pula cycling club (Veloce club Polese) will organize the first cycling race on October 28, 1900. At the beginning of 1901 the



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velodrome will be the site of a world novelty — an electric merry-go-round — and in June, the first horse races with jockeys. European circus companies also mounted their tents here.

“EI E DENTRO IN BALON”

At the Pula velodrome, in front of a multitude of people, Antonio Oblath from Trieste had to rise up in a hot air balloon on March 15, 1903. However, in spite of great interest of visitors, Oblath's attempt of jumping into the basket was unsuccessful — he fell from four meters above the ground and the balloon flew over Pula falling into the sea not far from Vallelunga. While the balloon was soaring above the city, the citizens of Pula commented: “Ei e dentro in balon” (He's inside, in the balloon.). Oblath fell without consequences, and the following day he came to the office of Pula's newspaper complaining that someone had stolen 140 meters of rope and that he would try to fly again from Pula the following Sunday. The Pula daily newspaper commented this event as a good marketing move. On Sunday, March 22, 1903 many more tickets were sold. At 5.10 p.m., when the balloon was filled with hot air, Oblath addressed the spectators and successfully jumped into the basket. The balloon went up and after several minutes, carried by the wind, flew in the direction of Valdebek. Pula thus became the third city from which man soared in a balloon.

CITY DISTRICTS SV. MARTIN AND ARENA

South, north and east of the amphitheater, at the existing and newly planned street directions, new city districts *Sv. Martin* (Borgo San Martin) and Arena (Borgo Arena) developed.









Urban working-class people living within reach of the Arena

City districts *Sv. Martin* and *Arena* were inhabited by unskilled workers — manual and semiskilled workers, who travelled to work daily from the nearby villages. They spoke the chakavian dialect, but soon mastered Italian, accepted by the majority as the language of communication, a prerequisite for a quick assimilation. These city districts have no villas or palaces because the planned orthogonal street grid is populated by Slavic newcomers, Croats (the northern part of *Sv. Martin* district will be named *Croazia*), the future urban working-class people, modest small houses were built, mostly in line, and the house lots were cultivated as gardens.

The *Arena*, Pula's best known monument, was cleared of garbage and vegetation in 1865, and since it again became a dump site, after being cleaned anew it was protected by a wall, columns and an iron fence in 1874. In 1884, 64 iron bars were mounted around the amphitheater, and in 1890, on its northern side, a staircase was built connecting the end of *Scalierova Street* with present-day *Istarska Street*. A pedestrian path on the southern side was made by gravelling in 1907.





Valeria Park

On the western edge of Arena district, a new green area developed in 1894. In the year when Maria Valeria Matilda Amalia, the youngest child of the imperial-royal couple and Empress Elisabeth's (Sissi) dearest child, married Archduke Franz Salvator von Österreich-Toskana, the memorial park was named in her honor — Valeria Park.

In the center of the southern triangle-shaped tended green area, a water fountain with cupid holding a shell with pouring water in one hand, and a trident — symbol of the sea deity in the other, was inaugurated on June 26, 1897. The cupid stood on another shell borne by two sea monsters. This idea, just like the ones that followed, lasted only shortly. The fountain will give way to the monument in honor of Empress Elisabeth, and the latter, to the monument of Romulus and Remus, and finally to a monument dedicated to sailors that still stands today.



IN HONOR OF EMPRESS ELISABETH – MONUMENT AND QUAY

In the presence of many guests and citizens, the grandiose monument dedicated to Empress Elisabeth (Sissi), by Viennese architect Klotz was inaugurated on October 30, 1904. After a High Mass, at 11 o'clock the bishop also blessed the new Pula quay at the part of the graveled Mandrač – Elisabeth quay. On the shore next to it, Pula will get a 1.5 t (still preserved) iron crane. On the northern side, the newly constructed building became the seat of the Yacht Club Pietas Iulia (*Società Nautica Pietas Iulia*).



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CITY DISTRICT SAN POLICARPO — NEW PULA



The new city district San Policarpo developed as part of a unique construction plan of the Pula Arsenal, i.e. as a requirement of the military authorities to provide their citizens — professionals, military and naval officers and noncommissioned officers — with appropriate accommodation.





Everything is different in New Pula

A street 600 meters long, between the Arsenal wall and the cutting of Zaro hill, referred to by the travel writer as being “ (...) sad as a jail courtyard (...)” connected the new district in the making with the old city core. At the site where the Pula tram turned from Arsenalska Street into Sv. Polikarpa Street, a mighty round bastion built as a reinforcement of the tall arsenal defensive wall, referred to by the old citizens of Pula as Torion, was erected in 1858 and pulled down in 1897. Next to it, at the beginning of Arsenalska Street, was a specially built entrance with a massive closing gate that served as entrance to the new district in the making: San Policarpo — New Pula.

Everything was different here — culture, language, habits, and the philosophy of life... New Pula will be built following new standards. Along the orthogonal grid of complex wide streets, that will assume communal utilities, multi-dwelling units and

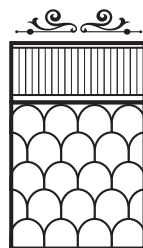


multi-storey houses will be built, although not densely into blocks, as well as villas of senior officers surrounded by gardens. The planned construction was carried out by the Naval Construction Direction (Marine Bau Direction).

In this new city district, opposite the main entrance to the Arsenal at the foot of Zaro hill along the shorter side of the future Naval Park, the first planned Naval barracks (Marine Truppen Kaserne) will be completed in 1856. This huge building (known today as Uljanik barracks) for one thousand marines will be built in the neo-Gothic style covering an area of 20,000 square meters with a large training-field (egzercir platz). The barracks was designed by the military engineer captain Viktor Domaszewski, following the instructions of the Emperor's brother and naval commander Archduke Ferdinand Maximilian. A smaller hospital and afterwards a small naval barracks (Kleine Marine Kaserna) will be built by the edge of the barracks. In 1856, southwest of the future Naval Park began the construction of the Naval Hospital that will be completed in 1861 and is nowadays part of the Pula General Hospital.



Until 1918 this new part of Pula was also administratively separate from “old Pula”. It had its own city administration, parish office, post office, pharmacy, restaurants, commission for economy and the nicest elementary school with a gym. The courtyards and green surfaces were tended and so were the parks. On August 26, 1901 when the last gas lamp in San Policarpo Street was lit, the city lighting project was completed.





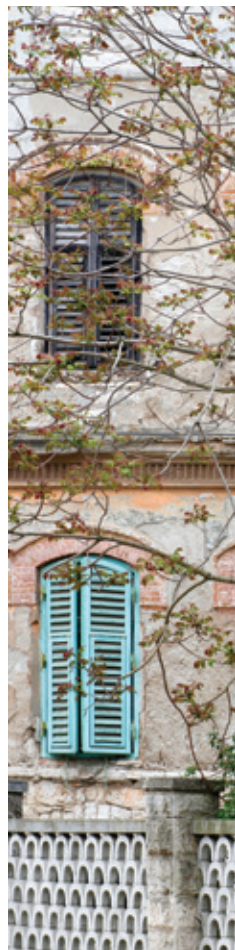
Palazzine – living closer to the work place

In San Policarpo district, living was brought closer to the work place and the type and location of isolated housing areas reflected the status of the employee of the Arsenal or naval officers and noncommissioned officers. Around the center of the new Naval Park city district, a new urban-architectural whole developed, consisting of standardized multi-dwelling units — palazzine. They were built around the central elongated rectangular park on an identified orthogonal street grid. Buildings northwest and south-east of the Naval Park were built as detached structures connected in line by a stone fence that enclosed interior courtyards with vegetation. The houses have two floors with living quarters on the ground floor. Their main façade faces the street or park and they have an entrance on the courtyard side. Those built southeast of the park are somewhat more modest and smaller.

Three of the 15 officers' residential buildings built between 1856 and 1875, most of which were designed by Trieste architect A. Hauser, were destroyed in World War II. On the site of the demolished *Officers Pavillions* new buildings were built in the 1960s.

In the 1860s and 1870s, standardized houses for the Arsenal and shipyard workers were also built, namely on the slope north of the Naval Hospital and to the west along present-day Jeretova, Kochova and Gupčeva Streets. They met minimum hygienic standards.

West of the Arsenal, after 1886, at the very edge of the new district, workers' houses were built completely isolated — shacks





with apartments for a large number of the low-skilled workers. They were two-storey buildings with two entrances. Today, they are still a community at the outskirts of the city, neglected, in an underdeveloped environment in the immediate vicinity of the cement factory, and many reconstructions have made them so different from their original shape.



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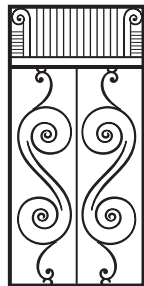




The villas of Pula – symbol of social status

Between the 1890s and the beginning of the Great War a whole district of residential villas was built south and southwest of Naval Park towards the sea, precisely, Valsaline bay. The villas were commissioned, because in new social circumstances, the size and design of the house spoke about its owner, his wealth and social status.

In just two streets of New Pula: Via dell'Ospedale (Alda Negrija Street) and Via Milizia (Pina Budicina Street) some forty villas, family houses and summer houses will be built. One of the first





villas in San Policarpo district belonged to Vice-Admiral Anton Freiherr von Wiplinger, built near the Naval Hospital at the end of the 1880s at present-day Grada Graza Street 3.

Definitely worth seeing are the eight villas of Ottilia von Siemuszowa-Pietruski, building contractor, built between 1894 and 1903, today in Alda Negrija Street at number 14, 16, 18, 31 and Palladiova Street at number 10, 12, 14 and 14a. They all reflected the demanding taste of the then aristocracy serving in the Pula military port. The villas had a similar disposition of rooms with a kitchen, laundry room, basement and staff rooms on the ground floor, and on the raised ground floor, around a small anteroom, rooms for the social life of the owner. The private chambers were on the first floor. The most interesting villa was at present-day Alda Negrija Street 18. Built in the neo-Gothic style in 1901, designed by Angelo Mayer, it was owned by count Otto Walsersheim who will extend it laterally in 1911 and thus affect its original Gothic vertical emphasis.

Ottilia von Siemuszowa-Pietruski, wife of Rear-Admiral Miecislau Ritter von Siemuszowa-Pietruski, participant of the Vis battle, head of personnel direction of the navy in Pula and commander of the Pula Arsenal since January 1903, will adapt Villa Nolting built in the 1880s. Their Villa Pietruski, at Palladiova Street 10, was once a sumptuous Historicist villa situated in the presently neglected spacious park where an intensive social life took place. Let us only mention that one of its salons was as large as 65 square meters, which is also evident from the design of Josef Bachem, according to which the villa had been adapted in 1894 and 1895.



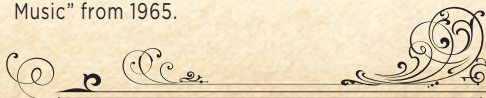


FAMOUS OWNERS

However, two villas at the very beginning of present-day Pina Budicina Street are worth seeing not only for their building features, but also because of their owners. The first, at number 13, was owned by Miklós Horthy de Nagybány, the last commander of the Austro-Hungarian Navy, who was present when the naval fleet was symbolically handed over to the representatives of the Local Committee of the National Council of Slovenes, Croats and Serbs of Pula on October 31, 1918.

The present-day dilapidated villa was built in 1903 and 1904 in a combination of romantic Historicism and the Hungarian Secession testified by the colors of the house — green and white, a frieze of floral motif and a cornice above blind niches on a massive tower with a staircase.

The other villa, at number 11, was the summerhouse of the Trapp family. This large and complex building from 1913 consists of a basement, floor and a high attic. Each façade was treated differently and what is most important, the main façade is not determined by the street, but rather by the southern, sunny side. The owner of the villa was naval officer Georg Ludwig Ritter von Trapp whose family inspired Robert Wise for the American musical film "The Sound of Music" from 1965.





Naval Park — a promenade among palazzine

In 1863, the first public park, Maximilian Park, at the beginning named St. Polycarp Park, present-day Naval Park, was planned. It stretched over an area of 1.2 hectares, south of the cross-roads that led from the historic core below Zaro hill towards Veruda, Valkane and Muzil. In the northeast corner of the park stood the small church of St. Polycarp, after which the district and park were named. Maximilian Park was a park-promenade among palazzine. Nearly one third of the area was paths that







formed 32 smaller areas — *insulae* of various sizes where 63 different trees and ornamental plants were planted, brought by sailors from faraway lands.

The park had a water-supply system, two fountains with fishponds, gas and later electric lighting. On October 29, 1876, navy officers privately financed a statue in the park center, in honor of their commander Archduke Maximilian, the younger brother of Franz Joseph I and the unfortunate King of Mexico. After the Great War and Italian occupation of Pula, Maximilian's statue was removed on March 7, 1919 and taken to a smaller park in Venice, where it today stands (somewhat altered) in Piazza Pola at the Lido.

Today, there are still a few trees that were planted in the Austrian period, such as the Arizona cypress, cedar of Lebanon, California pine, magnolia...





Today the Naval Cemetery is a memorial cemetery

In the 1860s, on the outskirts of San Policarpo district, on a gentle slope north of Valkane Cove (Valle delle Canne), the empire's naval military cemetery (Marine/Militär Friedhof) was built. Until 1871, as many as 30 to 35 people were buried in common graves and the deceased were covered with only some ten centimeters of soil. The surrounding population disapproved of the unpleasant smells. The new book of rules and regulations from 1892 defined a more civilized mode of burial.

Active and retired naval personnel, officers and noncommissioned officers or citizens performing navy jobs and members of their families were granted the right of burial at the Naval Cemetery. According to two preserved register books of burials from 1891 to December 31, 1918 altogether 4,142 burials were performed at the Naval Cemetery.

Many high-ranking officers of the Austro-Hungarian Navy who chose Pula as their place of living or died unexpectedly during military service



were laid to rest there. Some of them are Rear-Admiral Anton Bourguignon von Baumberg, commander of the Port Admiralty (1879), Vice-Admiral Anton Freiherr von Wiplinger, commander of the naval district of Trieste (1896), Rear-Admiral Paul Friedrich August Edler von Pott, commander of the Arsenal (1903)...

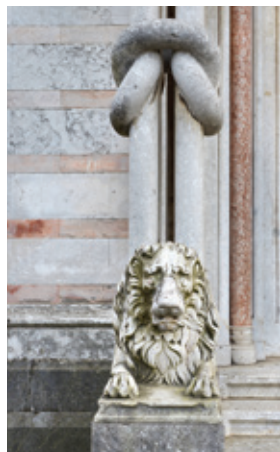
In 1960, the Naval Cemetery was given the status of memorial cemetery and from 1990 the regular upkeep and maintenance of the cemetery is the responsibility of the City of Pula, Austrian Red Cross and German National Association for the Care of War Graves.



THE LAST BURIAL OF AN AUSTRO-HUNGARIAN OFFICER

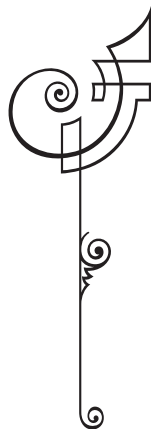
The last burial of an Austro-Hungarian naval officer performed according to the Austro-Hungarian military protocol took place just an hour before the capitulation was signed and the Austro-Hungarian Navy was handed over to the Local Committee of the National Council of Slovenes, Croats and Serbs in Pula, at 4 p.m. on October 31, 1918. With the guard of honor from the SMS Viribus Unitis and eulogy delivered by Corvette Captain Erwin Reinbeschuh, Corvette Captain Alexander Milošević was buried with full naval honors.





Our Lady of the Sea / Madonna del Mare – the church never completed

Admiral Maximilian Freiherr Daublebsky von Sterneck und Ehrenstein encouraged the leadership of Vienna to build a naval church that would not be under the authority of the bishop of Pula and Poreč, but the military vicariate of Austria. On June 29, 1891 on the hill overlooking the naval port and on the sloping section towards the street Via di Circonvallazione dell'Arsenale, Emperor Franz Joseph I attended the cornerstone laying ceremony for the Church of Our Lady of the Sea / Madonna del Mare / Muttergottes vom Meer. The construction of the church, for which contributions were made, is associated with architects Friedrich von Schmidt, Victor Luntz and Natale Tommasi, as well as construction entrepreneur Domenico Dorligo.





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In 1894, an additional staircase facing the sea was added to the church. On May 9, 1895 Emperor Franz Joseph I, accompanied by Archduke Franz Ferdinand visited the Naval Church under construction and a wooden staircase was built only for this event. Until the consecration ceremony in 1892, this church built in neo-Romanesque style was completed up to the lower edge, above which mosaics were to be placed. Four bronze bells were also completed, based on the model of Vincenzo Raffaeta from Trento and cast at the Trento local bell foundry of Bartolomeo Chippiani. The 30-meter-high belfry was topped by a bronze statue of an angel, also the work of Vincenzo Raffaeta. Just for the occasion of the consecration ceremony, the main altar and two other ones, which were to have been made of marble, were made of wood, and decorated cardboard was placed instead of mosaics in the apse and presbytery. The completion of works on the church included marble statues of saints on the façade that were executed in 1902 for a fee of 6,000 Kronen by Josef Grünhut (statue of St. Nicholas), Stanislaus Lewandowski (St. Joseph), Josef Leisek (St. Polycarp), Jacob Gruber (St. Andrew), and Teodora Feodorowna Ries (St. Barbara). In May 1911, the front gable of the church was adorned with the cross and statues of two angels, and the main loggia, with four of the 12 planned mosaics. The large mosaic of the Holy Virgin, intended for the apse, was executed in Italy, and owing to the great efforts of Natale Tommasi, was transported to Pula in 1917 by rail. However, the church was never actually completed.

After World War II, the church was closed and fell into ruin up to 1965 when it was consecrated once again and became a place of worship.



CITY DISTRICT ZARO



Zaro Street (today's Boškovićeve Street) or the steps Via della specula (street leading to the Observatory, today's Jurine i Franine Steps) led to the center of Zaro district, the new district of Austrian Pula, which developed on the hill of the same name.



Hydrographic Institute overlooking the city

In 1853, a horseshoe-shaped, rounded fortification called Fort Zaro, was constructed on top of Zaro hill. It was pulled down in 1869, and at this very site, at a height of 31.7 meters above sea level, from a point overlooking the entire Bay of Pula and an optical connection with the fortification on Kaštel hill, the construction of the Imperial and Royal Hydrographic Institute (k. und k. Hydrographisches Amt) began in 1869. The Institute building was completed on June 10, 1870 and work in the new premises started already on July 1 that same year. The Institute became the work area for the astronomical observatory, meteorological station, depot of nautical charts and navigational instruments, library, mechanical workshop, navy and logbook archives.

The building of the Institute stretched in a northeast-southwest direction, at a length of 65 meters, and its central part was built as a low-rise building with a wind and rain autograph on its terrace. On each side of the prominent central building, there was a ground-floor wing, ending in a massive turret, upright column and movable cupola.

The columns stood on special foundations, which prevented the transfer of vibrations caused by human walking, onto astronomical instruments. In the rectangular annex on the north and south side were astronomical instruments for observing the motion of celestial bodies. Within the Institute complex, which was enclosed in 1873, a dozen or so facilities were constructed for placing meteorological, geomagnetic and seismological instruments. When the Hydrographic Institute in Pula was founded on September 10, 1869, the Naval Observatory became its first department. Owing to modern equipment, hard work and dedication of astronomers of that time, 28 new planetoids were discovered and recorded, one of which was named Istria.

Just before World War I, the depot of nautical charts had over 17,000 charts, more than 200 maps, and some 50 atlases with plans of cities and war ports. The depot of instruments contained all nautical instruments, which were used by the navy.

Under the Kingdom of Italy, the Institute was renamed into the Royal Hydrographic Institute (R. Istituto Idrografico) and

the majority of instruments, charts and books had already been given to similar institutions in Italy. In early 1944, it was hit by a bomb in the Allied bombing raids on Pula, and only the left wing of the building was preserved, which was reconstructed between 1947 and 1948.

On the western slopes of Zaro hill, atop a high rock, the first two villas were built already in 1863, and on the southern slopes, the new mechanical engineering school — *Maschinen Schule* (present-day Rojc) was erected in 1899, around which three-storey military residential buildings sprang up.



POLANA AND ADRIA BECAME ASTEROIDS

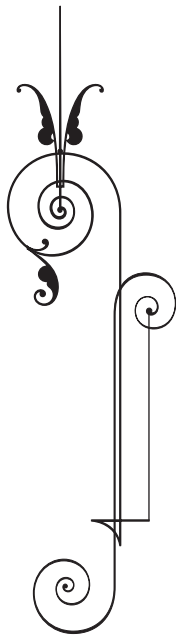
One of the Institute's exceptional astronomers, who came to Pula in 1871 and became Head of the astronomical observatory department, was Johann Palisa. During his career in Pula, from 1874 to 1880, he discovered and recorded 29 asteroids. During his visit to Pula on April 8, Emperor Franz Joseph I named asteroids No. 142 and No. 143, which were discovered earlier that year, Polana and Adria.



Zaro Park was adorned by the statue of Vice-Admiral Tegetthoff

On the western slope of the hill, spreading over an area of 29,000 square meters, the new Zaro Park sprang up in 1871. Adapted to the terrain, it was meticulously designed and planted with carefully chosen trees, ornamental plants and flowers. The footpaths extended over 3,500 square meters, and two circular plateaus were connected by stairs. On the first plateau, on the hill slope offering the most beautiful view of the Arsenal and anchorage of the Imperial and Royal Navy, Franz Joseph I had the statue of the Vice-Admiral Wilhelm von Tegetthoff erected in 1877, the work of Carl Kundmann. On the front side of the bronze pedestal was a dedication: "To the Vice-Admiral Wilhelm von Tegetthoff, a brave fighter of Helgoland and glorious victor of the Battle of Lissa, who gained immortal victory for himself and the Austrian fleet, by the Emperor Franz Joseph I in 1877."

On April 14, 1920, the Italian authorities dismantled the statue of Tegetthoff and stored it in the Venice Arsenal, from where it was later returned to Austria, pursuant to the claim on the repatriation of cultural property. Today it stands in Tegetthoffplatz in Graz, the square named after the Admiral.





Villa Monai – the place of leisure and entertainment

Villa Monai was built in the immediate surroundings of the Marine Casino in 1877. Its representative appearance, noticeable even today, was defined by its location and function. The villa was the headquarters of the Imperial and Royal Yacht Club (k. u. k. Yacht Geschwader), the place for leisure and entertainment for elite members of the navy, many of whom kept their yachts in Pula harbor and in May organized regattas in the waters of Pula.



PPMI-R-2516

SUBURB DELLA STAZIONE — STANICA

With the arrival of the railway in Pula in 1876, the so-called Mandrač was filled up. On the new parceled-out land between the amphitheater and the slope of Ghiro hill, which was bounded by the ancient road to Trieste on the north, by the road leading from the town center to Šijana Forest (Via Barsan) on the east, and by an unsurfaced road leading to the railway station (Via della Stazione) on the south, nothing was really happening until the early 20th century because the military authorities intended to build modern military warehouses in such an attractive area. However, in 1903 the town authorities accepted the offer of the Viennese company Werde, which was interested in planning that area.





The district shaped by entrepreneurial initiative

On the plot of land that was divided into 36 rectangular or irregular polygonal plots, from May 1904 to 1912, the new owner and construction entrepreneur Jacob Ludwig Münz built six residential multi-story buildings and the Palast Hotel Riviera, and on the upper road one multi-apartment building. At the same time, a new park sprang up between the new street (Via della Stazione) and the sea.



Villas Münz — buildings for the social elite



Villas Münz, designed by Viennese architect Johann Pokorny and Pula's constructors Enrico Polla, Rudolf Krischan and Virgilio Volpi, are large rental buildings with flat roof intended as residential buildings for the social elite. They consist of multi-room flats, centered around a hall with direct light. The façade is articulated by windows, balconies and loggias overlooking the harbor. In front of each villa are beautifully maintained gardens with palms and vegetation, whereas the line of trees and park are on the opposite side of the street. The buildings, although with a different façade decoration, form a unique whole and in terms of style and morphology are examples of a mixture of Secession and Historicism. The building at present-day Ravenska Street 1 was intended for the investor, Jacob Ludwig Münz.





Hotel Riviera — famous names in the hotel's guest book

The Palast Hotel Riviera, magnificent Secession style building with a touch of Historicism, was built by the stock company Österreichische Riviera Gesellschaft. The hotel had its grand opening in 1909. It was advertised as a first class hotel with Viennese cuisine, restaurant, café, large terrace, rooms, comfortable suites, hairdresser, postal service and concert and entertainment hall. The vicinity of the railway station, quay and public transport, as well as the beautifully maintained surrounding grounds, together with the comfort and conveniences that the hotel provided to its guests, were great advantages for selecting the Hotel Riviera over other hotels in Pula.

Some of the famous guests who enjoyed the specialties of Viennese cuisine and select wines in the Hotel Riviera were the president of the Austrian parliament Alfred III zu Windisch-Grätz, Count Karl Graf Ledóchowski-Thun and many others. The hotel was also the venue for many cultural events.

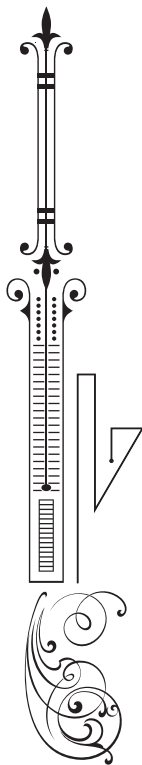
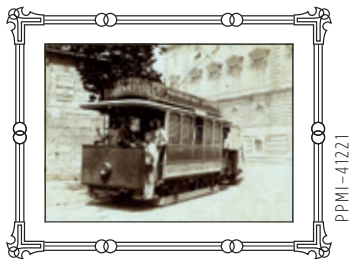
Pula's tram – the first in Croatia

When the entire project was completed, Pula's tram as the public transport within the city, connected all its districts: San Policarpo, *Grad*, Zaro, Port'Aureu, *Sv. Martin*, Arena, *Stanica* and Šijana. On January 15, 1903 the City Council reached a decision to build one tram line and signed a construction agreement with the stock company Società Aktiengesellschaft für elektrotechnische Unternehmungen from Munich and the company of Jacob Münz. The concession was granted to the stock company for a period of 50 years, and according to the agreement the tram line was to stretch from the railway station along Franz Joseph Promenade, Arsenalska Street, San Policarpo Street, all the way to the Naval bathing ground.

The new city transport began its regular service on March 27, 1904. The first Line 1 tram (Naval bathing ground – railway station) left at 4.53 a.m. and reached the last station at 5.10 a.m. The tram ran every eight minutes and the last night tram operated until 11.15 p.m. The first Line 2 tram left the station in front of Marine Casino at 5.50 a.m. and reached the station in front of the Arena – Valeria Park in six minutes.

On August 16, 1909 the tramway tracks were extended to Šijana Forest, and on June 11, 1911 they reached the Church of Our Lady of Mercy.

Therefore, Pula would become the first city in Croatia with a tram as its public transport, but also the first city whose authorities would put a stop to this mode of transportation in 1934, only 30 years later.

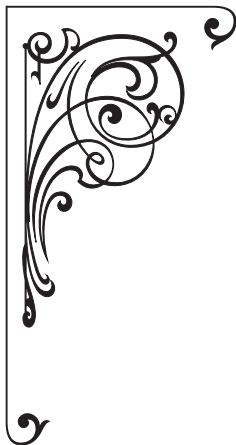






KAISERWALD – FASHIONABLE EXCURSION GROUND

By extending the *Strassenbahn* to Šijana Forest, the citizens of Pula could easily reach the excursion ground Kaiserwald (Šijana Forest). In June 1885, according to the ideas and suggestions of a certain Mr. Jaski, children's swings and carousel were built on a vast meadow in the restored forest with 15 kilometers of arranged paths. At the beginning of the Kaiserwald main access road, befitting an elegant country-style excursion ground, was the catering facility Jaegerhorn (Hunter's Horn), present even today, although it has changed its original function. From May 5, 1886 the citizens of Pula would have the so-called Silberegger pavilion (Croatian wooden Croatian pavilion) on the huge meadow amidst the oak forest. Because there was always fresh and cool beer, delicious German and Italian cuisine, select wines and live music, it was an attractive excursion ground, especially during the holidays.





This was the venue for bicycle races, sports events and a variety of other events, an attraction for those seeking entertainment and tranquility. In 1964, the forest was protected by law as a nature reserve and declared a park forest.



NUMEROUS CITY
BATHING GROUNDS:
CABINS, BEACH
ROBES AND
SWIMMING SCHOOLS



PPM1-R-699

In 1865, the first public bathing ground in Pula was opened in the shallow Valelunga Bay by a certain Mr. Stengel. On a wooden pontoon moored along the coast, he built a shack that complied with the norms of that time according to which there were separate spaces for men

and women, whereas the bathing suits of a decently clothed male or female bather covered the entire body except parts of the lower limbs. Since the military purchased this plot of land from the city authorities for its needs, the first public bathing ground was closed in 1885.

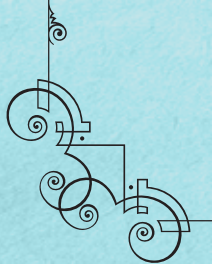


In early June 1884, on the southern side of the Bay of Pula, below the so-called shacks/*barake*, by Sv. Petar peninsula, Pula added one more bathing ground to its list, the Naval bathing ground and swimming school — *Marine Schwimmschule*.

In the commercial part of the port of Pula, north of present-day Uljanik island and opposite the city baths, the stock company Bagno Polese (Società anonima Bagno Polese) opened Bagno Polese on July 14, 1885. This bathing ground, which existed until 1937, had a refreshment area for its visitors, but also a small children's pool. Each visitor received a beach robe to put on after a swim, as well as a small cotton face cloth and towel.

On June 1, 1901 the city bathing ground right by the railway station was opened for the poor people of Pula. It could hold 60 bathers, and the entrance was free.

Another bathing ground was opened in Saccorgiana Cove, near Fort Bourguignon, on June 1, 1906. It could be reached by omnibus that departed from Portarata, three times a day.





VALKANE BUILT WITHOUT A PERMIT

Immediately before the Great War, the Imperial and Royal Navy started building a grand bathing complex in Valkane Cove without obtaining a permit. It stretched over nearly 600 meters of coast and provided changing cabins, showers, sun terrace, restaurant, and access stairs, as well as four small jetties and two ground floor pavilions. This magnificent facility at the new city bathing ground was intended for officers and their family members, as well as prosperous citizens of Pula with special permits.

The bathing ground was destroyed by Allied bombs during World War II, and remains of the reinforced-concrete construction were dismantled and removed after the war.





THE FORTIFIED CITY, GREAT WAR AND END OF THE EMPIRE

During the Great War (1914 – 1918) the Naval Base Pula was declared a war zone. During World War I it became a fortified city, one of the best defended cities in Europe with three main defensive fortification rings. Two of these rings were in the city area (Fort San Giorgio, Fort Monvidal, Fort San Michele, Fort Casoni Vecchi, Bourguignon...), whereas the third one spread in its surroundings: from Mali Brijun to the west over Vodnjan to the north all the way to Valtura to the east. Today, the objective of many projects is the revaluation of Pula's valuable fortification heritage, unique in the world.





During the Great War, only the able-bodied citizens remained in Pula, less than ten thousand of them, whereas the other civilians moved to the interior of the Monarchy. With the end of the war, the symbolic handing over of the navy to the representatives of the Local Committee of the National Council of Slovenes, Croats and Serbs of Pula was held on October 31, 1918 at 4.45 p.m. on the command ship of the Austro-Hungarian Navy "Viribus Unitis". However, only a few days later, on October 5, the Italian army, on behalf of the Allied Forces and the USA, entered Pula without struggle, and took over all military installations and forts, as well as the military fleet. This brings Pula to the brink of a new age.









HERMAN POTOČNIK NOORDUNG AND PULA+2020

In the history of space travel, Herman Potočnik Noordung who was born in Pula in 1892, is referred to as the pioneer of space architecture. His ideas and concepts greatly influenced the first rocket, satellite and man sent into space, as well as the first manned landing on the Moon. All the leading astronautic museums in the world stress Noordung's role in this area, and his book "The Problem of Space Travel – The Rocket Motor" from 1929 talked about the ideas of space architecture that would enable people to survive in dangerous, even deadly conditions of zero-gravity.

With the logo "Pula+2020", Pula and Istria have together entered the competition for the European Capital of Culture 2020, and have dedicated their bidding book precisely to Herman Potočnik Noordung, European visionary who strongly believed that when man finally conquers space, he should never let any military occupy it. Therefore, as it was already announced in its program, Pula as the candidate for the European Capital of Culture will undertake a certain "cultural occupation of space" and if it is awarded the title, this ceremonial event will be held for the first time in the history of European Capitals of Culture – at a space station.

Pula card

Pula Card enables access to as many as seven cultural sights, museums and attractions, with a 40% discount. The discount applies to entry tickets for the Arena, Temple of Augustus, Zerostrasse tunnels, Historical and Maritime Museum of Istria, the Sacred Hearts Museum Gallery, Museum of Contemporary Art of Istria and the Pula Aquarium. Pula Card can be purchased at the entrance to all listed attractions, as well as in the Tourism Office Pula in the Forum.

www.pulainfo.hr

Pula City Tour — Hop on — Hop off

From June 1 — September 30, sightseeing tours are organized by the "Hop on — Hop off" tour bus. Tours start daily at 10 am until 7 pm, with a break from 2 to 4 pm.

The main bus stops are Arena, Valkane-Stoja, Tourist resort Verudela, Tourist resort Zlatne stijene.

www.pulacitytour.com

FREE MOBILE APPLICATION DOWNLOAD

pula+heritage tour

DISCOVER AUSTRO-HUNGARIAN
PULA

www.mara-istra.hr



Recommended events

Pula Film Festival

July

www.pulafilmfestival.hr

PUF — International Theatre Festival

July

www.kazaliste-dr-inat.hr

MKFM — International Youth Theatre Festival

end of June, end of July/beginning of August

www.ink.hr/index.php?id=mkfm0

Ulysses Theatre (Brijuni)

July, August

www.ulysses.hr

Book Fair in Istria

December

www.sanjamknjige.hr

Spectacvla Antiqua

June — September (once a week)

www.pulainfo.hr

www.ami-pula.hr

Pula Superiorvm

June

www.pulasuperiorum.com

Istrian hand made

June — September

www.pulainfo.hr

Istrafešt

June — September

www.pulainfo.hr

Istra Inspirit

June — September

www.istrainspirit.hr

Visualia Festival

May

www.facebook.com/FestivalVisualia

Media Mediterranea Festival

June

www.metamedia.hr

Seasplash Festival

July

www.seasplash-festival.com

Monteparadiso Festival

August

www.monteparadiso.blogspot.com

Twin horn MC Croatia

HD Party — May

Croatia Bike Week — August

www.twinhorn.hr

www.croatiabikeweek.com

Dimensions Festival

August

www.dimensionsfestival.com

Outlook Festival

September

www.outlookfestival.com

www.pozitivanritam.hr

Lighting Giants

www.pulainfo.hr

Baron Gautsch 1914 — 1918

www.barongautsch.org

Recommended visits

Historical and Maritime Museum of Istria

Gradinski uspon 6

Open: 9 am – 5 pm (winter);

8 am – 9 pm (summer)

www.ppmi.hr

Zerostrasse

Open: June 15 – September 15:

10 am – 10 pm

www.ppmi.hr

Museum of Contemporary Art of Istria (MSUI)

Ulica sv. Ivana 1

Open: 11 am – 7 pm (winter);

11 am – 2 pm and 6 – 9 pm (summer);

closed Monday

www.msu-istre.hr

MMC Luka

Istarska 30

Open: Monday – Friday

9 am – 3 pm and 5 – 8 pm;

Saturday 10 am – 2 pm

www.mmcluka.hr

Museum Gallery C8

Carrarina 8

Open: daily 9 am – 9 pm (winter);

July – August:

9 am – 11 pm

www.ami-pula.hr

Sacred Hearts Museum Gallery

De Villeov uspon 8

www.ami-pula.hr

Antonio Smareglia Memorial Room

Augustov prolaz 3

Open: 11 am – 12 noon (winter);

11 am – 12 noon (summer);

July – August: Tuesday and Friday 7 – 8 pm;

closed Sunday

www.smareglia.info

Art Collection of the City of Pula

Antun Motika Gallery (2nd floor)

Visual arts holdings (3rd floor)

Laginjina 5

Open: Tuesday and Thursday

10:30 am – 1:30 pm;

visits on other weekdays by appointment,
tel. 052 222 662

www.zbirka-antun-motika.com

Cvajner Gallery

Forum 2

Open: 8 am – 12 midnight (winter);
8 am – 1 am (summer)

Makina Gallery

Kapitolinski trg 1

Open: Tuesday – Saturday

10 am – 2 pm (winter);

daily 10 am – 2 pm and 6 – 11 pm (summer)

[www.facebook.com/pages/](http://www.facebook.com/pages/Galerija-Makina/172446689463371)

[Galerija-Makina/172446689463371](http://www.facebook.com/pages/Galerija-Makina/172446689463371)

Kandler 5

Kandlerova 5

Legović Gallery

Kandlerova 6

Open: daily 9:30 am – 2 pm
and 5 pm – 12 midnight

City Gallery

Kandlerova 8

Open: Monday – Friday 10 am – 1 pm
and 5 – 8 pm, Saturday 10 am – 1 pm,
closed Sunday (winter);
daily 11 am – 2 pm
and 6 – 9 pm (summer)

Poola Gallery

Kandlerova 14

Open: Tuesday – Saturday

11 am – 2 pm (winter);

daily 9 am – 11 pm (summer)

www.poolagallery.net/hr

Milotić Gallery

Ulica 43. istarske divizije 10

Open: Monday – Friday 10 am – 1 pm
and 5 – 8 pm;

Saturday 10 am – 1 pm

www.gallerymilotic.hr

Community Center Rojc

Gajeva 3

<http://rojcnet.pula.org>

Cinema Valli

Giardini 1

www.kinovalli.net

Aquarium Pula

Verudela bb

Open: April, May and September
10 am – 6 pm;

June – August 9 am – 10 pm;

October – March 10 am – 4 pm

www.aquarium.hr

Service information

Tourism Office Pula

Forum 3

52100 Pula

T. +385 (0)52 219 197, +385 (0)52 212 987

F. +385 (0)52 211 855

E. tz-pula@pu.t-com.hr

www.pulainfo.hr

Info-point (summer 8am – 10 pm,
winter 9 am – 4 pm)

*All tourist and service information may
be obtained at the tourist Info-point,
in the very center of Pula, in the Forum.

Association of Tourist Guides Pula

Forum 3

52100 Pula

T. +385 (0)95 863 16 56

F. +385 (0)52 211 855

E. info@vodici-pula.hr

www.vodici-pula.hr

Useful telephone numbers (area code 052)

Information	11888
International information	11802
National emergency number	112
Police	192
Fire brigade	193
Ambulance	194
Croatian Automobile Club (HAK):	1987
Roadside assistance (0-24h)	
Customs	(0)52 615 200
Railway station	(0)52 541 982
Harbor Master's Office	(0)52 222 037
Airport	(0)52 530 105
Bus station	060 304 090
Pula General Hospital	(0)52 376 000
Central Pharmacy, Giardini 14 (0-24h)	(0)52 222 551
	(0)52 222 544
Weather station	(0)52 372 520
Baromedicine Polyclinic OXY	(0)52 217 877
Taxi	(0)52 223 228

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