

were executed by Mastro Stazio in 1473, and in the following year dredging operations in the port were commenced. In 1475 the quays were enlarged, and warehouses for grain erected. The whole port was rebuilt on a larger scale between 1484 and 1500 by another Florentine, Pasquale di Michele. This same architect also planned the warehouses for goods coming from the interior. When the Republic received formal permission to trade with the Infidel the existing *fondico* was enlarged in 1432 and 1442. The discovery of the Cape route and the intrigues of the Venetians caused a temporary stagnation of Ragusan trade, but it soon revived, and on June 28, 1515, the Senate decreed "de providendo pro uno fontico spacioso in quo omnia mercimonia possint fonticari."

Although internal industry never attained to the importance of the Republic's foreign commerce, it was at this time fairly active. Manufacturers and traders together constituted (in 1514) no less than twenty-one guilds.¹ In 1348 the merchants formed themselves into the Guild of St. Anthony, which in the sixteenth century became so large that those of its members who dealt exclusively with the Eastern trade seceded from it and formed the Guild of St. Lazarus, or "Scuola dei Mercanti di Levante." These two guilds comprised all the richest persons in the city, and came in time to constitute a separate privileged caste, whose members alone had the right to call themselves citizens, and were the inferiors of the nobles alone. The other lay guilds were: the *Pentori*, painters, with 19 members; the *Callegari*, or

¹ Gelcich, *Ragusa*, 70.