HANDBOOKS PREPARED UNDER THE DIRECTION OF THE HISTORICAL SECTION OF THE FOREIGN OFFICE.—No. 11

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DALMATIA

LONDON:
PUBLISHED BY H.M. STATIONERY OFFICE.

1920

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Editorial Note.

In the spring of 1917 the Foreign Office, in connection with the preparation which they were making for the work of the Peace Conference, established a special section whose duty it should be to provide the British Delegates to the Peace Conference with information in the most convenient form—geographical, economic, historical, social, religious and political—respecting the different countries, districts, islands, &c., with which they might have to deal. In addition, volumes were prepared on certain general subjects, mostly of an historical nature, concerning which it appeared that a special study would be useful.

The historical information was compiled by trained writers on historical subjects, who (in most cases) gave their services without any remuneration. For the geographical sections valuable assistance was given by the Intelligence Division (Naval Staff) of the Admiralty; and for the economic sections, by the War Trade Intelligence Department, which had been established by the Foreign Office. Of the maps accompanying the series, some were prepared by the above-mentioned department of the Admiralty, but the bulk of them were the work of the Geographical Section of the General Staff (Military Intelligence Division) of the War Office.

Now that the Conference has nearly completed its task, the Foreign Office, in response to numerous enquiries and requests, has decided to issue the books for public use, believing that they will be useful to students of history, politics, economics and foreign affairs, to publicists generally and to business men and travellers. It is hardly necessary to say that some of the subjects dealt with in the series have not in fact come under discussion at the Peace Conference; but, as the books treating of them contain valuable information, it has been thought advisable to include them.

It must be understood that, although the series of volumes was prepared under the authority, and is now issued with the sanction, of the Foreign Office, that Office is not to be regarded as guaranteeing the accuracy of every statement which they contain or as identifying itself with all the opinions expressed in the several volumes; the books were not prepared in the Foreign Office itself, but are in the nature of information provided for the Foreign Office and the British Delegation.

The books are now published, with a few exceptions, substantially as they were issued for the use of the Delegates. No attempt has been made to bring them up to date, for, in the first place, such a process would have entailed a great loss of time and a prohibitive expense; and, in the second, the political and other conditions of a great part of Europe and of the Nearer and Middle East are still unsettled and in such a state of flux that any attempt to describe them would have been incorrect or misleading. The books are therefore to be taken as describing, in general, *ante-bellum* conditions, though in a few cases, where it seemed specially desirable, the account has been brought down to a later date.

G. W. PROTHERO,
General Editor and formerly
Director of the Historical Section.

January 1920.

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I. GEOGRAPHY PHYSICAL AND POLITICAL

(1) Position and Frontiers

The kingdom of Dalmatia,[1] a Crown-land of the Austrian Empire, lies along the north-eastern shore of the Adriatic, between 42° 10′ and 44° 55′ north latitude and 14° 30′ and 19° 10′ east longitude. It consists of about 120 islands and three strips of coast-land of unequal length and breadth, and is bounded on the north by Croatia-Slavonia, and on the east by Bosnia and Herzegovina, and, farther south, by Montenegro. The three strips of the Dalmatian coast are separated by two narrow tongues of territory belonging to Herzegovina, which run down to the sea, the one, five miles wide, at Neum, just below Klek, the other, with a sea-board of three miles, west of Castelnuovo, just within the Bocche di Cattaro. The land frontier in the north, following natural lines, runs in general near the watershed of the Velebit Mountains and the Dinaric Alps, while farther south it is almost wholly conventional. The sea frontier in the north passes through the channel known as the Canale della Morlacca or della Montagna and then through the Quarnerolo, dividing the islands of Goli, Gregorio, Arbe, Selve, and Fremuda, which belong to Dalmatia, from those of Pervicchio, Cherso, Lussin, and Asinello, which are attached to Istria.

[1] The Dalmatian seaboard being generally bilingual, many places have both an Italian and a Slav name. A table of equivalents is given in Appendix I.

(2) Surface, Coast, Islands, and River System

Surface

Dalmatia contains altogether 4,956 square miles of territory, divided in the proportion of 4,026 square miles of mainland and 930 square miles of islands.

The country is in form a long narrow plateau, rising from the coast to the Dinaric Alps, and its general characteristics are those of a Karst land. In all but a few places the ancient mantle of oak, pine, and beech has disappeared, leaving a bare, desolate upland. The ground is covered with bare rocks and broken by chasms and fissures, and most of the country presents in consequence a wild and chaotic appearance.

Three lines of high ground may be distinguished. First, there is the mountain chain formed by the Velebit Mountains and the Dinaric Alps, which runs the whole length of the country and separates Dalmatia from Croatia, Bosnia, and Herzegovina. Next comes an intermediate line of hills, arranged generally in groups enclosing small plains. Finally, there is the littoral line of hills which run along the coast. The islands, however, may perhaps be considered as yet another line of submarine hills, of which only the summits appear above the surface of the sea.

The Velebit Mountains are a southern continuation of the Julian Alps. They are not high, the highest peak, Vakanski, only reaching 5,767 ft., but are precipitous, and can be seen from far out at sea. The picturesque dolomite mountains support only a small population; and in general this part of Dalmatia is described as even more bare and stony than Montenegro. The Dinaric Alps are mountains of the same type, but are somewhat higher than the Velebit, their highest points being Mount Dinara (north-east of Knin), 6,007 ft.

high, and Troglav, 6,276 ft. high. North of Aržano they cease to form part of the Dalmatian frontier, and begin to curve eastwards, rising towards the Herzegovinan plateau.

The intermediate line of hills begins with the Bukovica group, between Novigrad and Knin, of which Juriasinkas (altitude 2,234 ft.) is the highest point. South of Knin is a broad mass of hills, of which the chief is Promina (3,766 ft.). East of Promina is the Svilaja Planina (highest point Svilja, 4950 ft.), which runs north-west and south-east, and is separated from the Dinaric Alps by the valley of the Cetina. East of Sinj the Cetina valley opens out into a plain, ten miles long and three to five miles wide, but beyond this, still going south-east and parallel to the coast, is a series of hills, of which Visočica (altitude 2,463 ft.) and Sidac (altitude 2,805 ft.) are the highest. This group of hills is separated from the Dinaric Alps by a long depression, along which runs the road from Imotski to Sinj. East of Imotski the Dalmatian frontier runs very close to the sea, and the resulting narrow strip of country is entirely occupied by the coastal line of hills.

This coastal line begins north-west of Zara and extends as far as the Narenta. As far as the Lake of Vrana the hills do not rise above 295 ft., but from this point their altitude increases, and in most places they are steep to the shore. Kamina, on the shore, south-east of the island of Morter, has a height of 662 ft.; and near Sebenico is a hill 754 ft. high. East of Spalato is the Mosor Planina, of which the greatest height, Mosor, reaches 4,363 ft., and from here the Biokovo Planina (greatest altitude 5,780 ft.) and the Bilic Planina (greatest altitude 2,526 ft.) extend successively southwards to the broad and marshy valley of the Narenta. South of the Narenta the hills are farther from the shore, and the narrow

strip of territory thus formed, of which Ragusa is the centre, is much more fertile than the coast-land to the north. The mountainous peninsula of Sabbioncello, north of Ragusa, practically belongs to the system of Dalmatian islands.

West of the Bocche di Cattaro is the wild mountainous region of Krivosije, which is indistinguishable in character from the Montenegrin mountains.

Dalmatia possesses remarkably fine caverns and grottos. One of the best known is the Grotto of Esculapius, on the east of Ragusa Vecchia. The great caves near Velika, like the Grotto of Esculapius, possess magnificent stalactites, and one of the caves contains a large lake. Of maritime grottos the finest is the Grotto of Busi, in a rock that rises out of the sea off the island of Lissa. Its blue waters and the colours of the rocks are said to be superior to those of Capri.

Coast

The coast of Dalmatia is in complete contrast to the Italian coast on the opposite side of the Adriatic. The Italian coast is almost unbroken, without good harbours, and without islands. The Dalmatian coast has, on the contrary, magnificent bays and harbours, and is protected by a long chain of important islands. The sea is in nearly every place deep to the shore, which is flanked in most parts, as has been said above, by a chain of steep hills.

Dalmatia, measured in a straight line, is 232 miles in length, but its coast, excluding the islands, is 348 miles long.

The sea-frontier follows the median line of the Canale della Montagna, and strikes the mainland at the small Magdalena Bay. The first opening of any size is the Mare di Novigrad, which is reached by the narrow

and deep Canale di Fiumera. The Novigrad basin is 5½ miles long and 2½ miles wide, but is little used.

West of the Mare di Novigrad, between the islands of Ugljan and Pašman on the one hand and the mainland on the other, is the Canale di Zara, a deep protected channel, half-way along which is the city of Zara. Some way to the south-east of Zara is the Lake of Vrana, 7½ miles long, separated from the sea by a narrow strip of land. The shores of this lake are marshy and unhealthy, and there is a project to drain it by opening a canal to the sea. The next bay of importance is that of Zlosela, which is a deep inlet opposite the island of Morter, almost completely shut off by this and several other small islands and shoals. Still farther to the south-east is Vodice Road, one of the finest and largest anchorages on the Dalmatian coast, and beyond this is Sebenico Channel, between the mainland, whose coast here is bare and deserted, and the islands of Provičio and Zlarin. Port Sebenico is a magnificent basin, 5½ miles long and a quarter to three-quarters of a mile broad. The country around is high, and the shore is bold and rocky. The northern arm is called the Kerka Inlet, and leads into the Lake of Prokljan; beyond this is the mouth of the Kerka river. Sebenico itself is situated on the eastern shore of the bay at the base of Mount Tartaro (altitude 1,627 ft.).

South of Sebenico the coast becomes more wild and rugged. There are, however, fine bays and anchorages, such as Port Rogoznica, before the white rocks of the steep and inaccessible Punta Planka are reached. East of Punta Planka is Canale di Zirona (one mile wide), through which Traù Bay is reached. This magnificent bay is 6 miles long and half a mile to a mile wide; the entrance is protected by the Kluda chain of islets. The country on either side is rocky and high, but the lower

ground is cultivated. The town of Traù is built on a small island, between Bua and the mainland, and is connected by a bridge with both.

East of Traù is the Canale dei Castelli, a deep and almost land-locked bay. This part of the coast is the celebrated district known as the Riviera dei Sette Castelli, where pomegranates, figs, olives, and vines grow, and where the dreaded *bora*, or north wind, is never felt. Spalato is situated on a peninsula at the south of the bay, and by reason of its deep and safe anchorage, its communication with the interior by road and rail, and its central position in the coast-land, it has become the most important town in Dalmatia.

The coast between Spalato and the Narenta river again becomes rugged and increases in height. There is in most places, however, a narrow fertile strip between the mountains and the sea, which is protected by these mountains from the violent north wind. There is good anchorage in several places, for instance at Almissa, where the River Cetina flows into the sea, through marshes which make the neighbourhood unhealthy. The Canale della Brazza and the Canale di Lesina lead to the mouths of the Narenta, which are approached through the broad and deep Canale di Narenta between the mainland and the peninsula of Sabbioncello.

This peninsula projects in a north-westerly direction from the coast, and is 36 miles long, with an average breadth of 3 miles. It is well wooded, and near the western end rises at Mount Vipera to 3,152 ft. There is little shelter for ships on the north side of the peninsula, but the south shore has good anchorages, in the Canale di Curzola and the Canale di Meleda. At the east end of the peninsula on the south side is the Canale di Stagno, and at Stagno, which is situated at the head of the canale, the isthmus connecting the peninsula

with the mainland is under three-quarters of a mile broad.

South of Sabbioncello a chain of islands continues to protect the coast almost as far as Ragusa, and within the *canali* between these islands and the mainland are more fine anchorages. At the Val di Ombla, in the neighbourhood of Ragusa, the coast assumes a milder appearance: cypresses, vines, and palms grow freely. Just south of the Val di Ombla is Port Gravosa, the chief harbour of Ragusa, with which Gravosa is practically continuous. Farther down the coast, to the south of Breno Bay, the coast loses its fertile and pleasant appearance, and becomes rugged and forbidding. This is one of the few stretches of Dalmatian coast in which islands give no protection; and in the strong winds the sea breaks dangerously on the shore.

At Punta d'Ostro is the opening of the Bocche di Cattaro, an inlet formed by three straits and four bays. The first strait (or *bocca*) leads from the open sea into the Bay of Topla; a second *bocca*, the Canale di Kambur, then leads into the fine sheltered Bay of Teodo. At the north-east end of this bay a third *bocca*, known as Le Catene ('the chains'), leads into the Gulf of Cattaro, which is divided by a projection of land into two parts, the Bay of Risano and the Gulf of Cattaro proper.

The coast south of Cattaro is in most places steep to the water, and the poor stony country of hills inland offers few attractions.

Islands

The north Dalmatian islands, lying immediately south of the Quarnero Gulf, are of importance chiefly by reason of the protection they afford to the mainland.

Some of them are quite small, and inhabited only by a few people; but twelve of them have each an area of 20 square miles or more. They are all mountainous, but none of the mountains exceed 2,625 ft. The islands may be considered in two large groups—those to the north and those to the south of Punta Planka. In the northern division, the chief islands are Arbe, Pago, Melada, Lunga, Incoronata, Ugljan, and Pašman; in the southern division, Brazza, Lesina, Lissa, Curzola, Lagosta, and Meleda.

Arbe (*Rab*) is about 13 miles long and averages 2½ miles broad. It has an area of about 32 square miles. The Tinjarossa range of hills runs along the whole length of the island, rising in the centre to a height of 1,338 ft. The eastern coast is barren and harbourless, but the west coast is indented, Port Arbe, in the south-west, being well sheltered.

Pago (*Pag*) Island is 37 miles long and, at the south end, 6 miles broad. It is most irregularly shaped, being at the north end simply a tongue of land 10 miles long and under 1 mile broad. The whole island is mountainous; Monte San Vito in the centre is 1,142 ft. high. The coast is much indented, the largest basin being Pago Bay on the east of the island, with the town of Pago at its south-western corner. Owing to its narrowness the island is exposed to the winds, and is consequently much less cultivated than Arbe.

Melada Island (which must be distinguished from Meleda Island farther south) is 7 miles long and 2½ miles broad, with three good sheltered bays. It is covered with rosemary, and produces excellent honey.

Isola Lunga (or *Grossa, Dugi*) is 27 miles long and 1 to 2½ miles broad; its area is about 54 square miles. In the north it is low and rocky; farther south the land rises at Velastraža to a height of 1,109 ft. Lunga possesses splendid harbours, Port Tajer, at its south-

eastern end, being one of the finest natural harbours in the Adriatic.

Incoronata (*Korunat*) Island has been separated from Lunga by the erosion of the sea. It is 15 miles long, and in no place attains to 1½ miles in breadth; the area is about 22 square miles. It owes its name to its range of white conical hills, which resemble the points of a diadem. It is the largest of an archipelago of small islands, between which navigation is very difficult.

Ugljan (*Ugliano*) is 13½ miles long; its greatest breadth is 2½ miles; the area is about 34 square miles. The north-eastern side is the more inhabited portion of the island, and grows olives and vines. The southern portion is wooded. There are no good harbours. The island is a popular resort for the people of Zara.

Pašman is almost exactly the same size as Ugljan (from which it is separated by a channel only 39 ft. broad). Its soil and produce are of the same character as those of Ugljan, but its population (3,500) is only half that of the latter island.

Morter, which is 6 miles long and 1½ mile broad, with an area of about 6 square miles, is joined to the mainland by a swing-bridge. It is extremely fertile, and, along with its little archipelago on the south, produces *maraschino* and *tartaro*.

Among other islands are *Zuri* (*Zirje*), which is known for its fine natural harbour of Porto Saraceno, and *Zlarin*. The latter, although one of the smaller of the islands off Sebenico, is one of the most important, and is the last considerable island north of Punta Planka. It produces vines and olives, and has established an important trade.

South of Planka are the islands which protect Traù and Spalato. *Solta* is 14 miles long and 2½ broad; its soil is fertile and its climate one of the pleasantest on the Dalmatian coast. *Brazza* (*Brač*), the largest of the

Dalmatian islands, is separated from Solta by a passage just over half a mile broad. It is 25 miles long and about 8 miles broad, with an approximate area of 200 square miles. It is mountainous, and San Vito, on the southern side of the island, rises to a height of 2,552 ft. There are several ports, the best being Porto Milna, at the west end of the island. Bol, a village on the south coast at the foot of Monte San Vito, is an active centre of trade, and is situated on the Canale di Lesina, which separates Brazza from the island of Lesina.

Lesina (*Hvar*), which stretches east and west, is 43 miles long and 2 to 5 miles broad. Its area is about 130 square miles. The south side is steep and bare, with mountains rising to over 2,000 ft. at a short distance from the sea. North of this range the slopes are wooded and the lower ground well cultivated. The Vallone di Cittavecchia, 4 miles long and 1 mile broad, is an inlet in the north-west coast, having at its end the town of Cittavecchia, one of the busiest of the Dalmatian island ports. There are other good havens on the north coast; the south coast contains Porto Lesina and Porto San Giorgio. Nineteen miles south-west of Lesina is *Lissa* (*Vis*), the most outlying of the Dalmatian islands. It is 11 miles long and 5 broad, with an area of about 55 square miles. Its shores are steep to the sea and wooded. The highest point is Monte Hum (1,920 ft.). The northern side of the island has a gentler slope than the southern, and is well cultivated. It was in the channel between Lissa and Lesina that the chief engagement of the naval battle of Lissa took place in July 1866.

Curzola (*Korčula*), which is south of Lesina, stretches east and west, and is 38 miles long and about 5 miles broad; its area is 190 square miles. The hills rise to nearly 2,000 ft., and there are many forests, which have been

better preserved than those of any other Dalmatian island. Port Curzola is a poor harbour, but Port Badia on the east side has well-sheltered anchorage. The west coast forms one large bay, Valle Grande, which has good anchorage for vessels of any size, while Port Casboni, at the west end of the south coast, is secure from all winds. The coast of Curzola is in most places high, and the water deep to the shore.

Lagosta (*Lastovo*) is 6 miles long and 3 miles broad. It is hilly and fairly well wooded. Monte Hum, in the centre of the island, is 1,368 ft. high. The shores are bold and irregular; Porto Lago Grande, in the west, is secure from all winds.

Meleda (*Mljet*) is the last island of any size to be noted. It is 24 miles long and 2½ miles wide. The northern side of the island is well wooded; the southern is bare. Veliki Grado, the chief hill, in the centre of the island, is 1,686 ft. high. The southern shore is forbidding; all the good anchorages are in the north.

Among small islands, the two *Pelagosas* (*Palagruža*) —*Grande* and *Piccolo*—are worth mentioning. They are two uninhabited rocks out in the Adriatic, midway between the Italian mainland and Lagosta, containing a cave, where fishermen can shelter in bad weather, and a lighthouse.

River System

Dalmatia is poorly supplied with water, as, with the exception of the Kerka and the Cetina, it has no rivers of its own. Its longest river, the Narenta, is only Dalmatian for 18 out of its 142 miles. The steep mountains, close to the sea, leave little room for rivers, and although the rainfall is fairly heavy, the Karst country allows the water to penetrate the surface, so that subterranean water accumulates.

The Narenta rises in the Lebršnik Mountains on the

border between Herzegovina and Montenegro. After flowing for 124 miles through Herzegovina, it enters Dalmatia at Metković. Its banks are marshy and unwholesome, and it brings down a considerable amount of silt. The steamers of the Dalmatia Company ascend as far as Metković. Considerable works have been undertaken to improve the channel of the Narenta, and an outlet has by this means been obtained for the wood of Bosnia and Herzegovina.

Of the Karst rivers, largely subterranean, the chief is the Ombla (Rijeka), which issues from its underground channel 3 miles north by east of Ragusa. From its source to the sea it is only 3 miles long, and its depth is from 40 to 100 ft. The river supplies water to Ragusa by an aqueduct.

Other Karst rivers are the Trebinjčica, which joins the Ombla, the Zoput in the Bocche di Cattaro, the Scurda and Gordicchio, near Cattaro, and the Glina near Gravohac.

The Cetina rises inside the Dalmatian frontier below the slopes of Mount Dinara. It is 59 miles long, with magnificent gorges and waterfalls. The chief falls are at Duare, 10 miles above Almissa.

The Kerka rises east of Knin and has a course of only 35 miles. The most important tributary is the Cikola. Throughout its length the Kerka is a series of waterfalls, lakes, and rapids. There are eight important falls, the two finest being just above Scardona. Small steamers can ascend from Sebenico *via* the Lake of Prokljan to Scardona, 8 miles.

Another river of some importance is the Zrmanja, which is 34 miles long from source to mouth. It rises on the Croatian side of the Velebit Mountains, and enters Dalmatia 8 miles north-west of Knin. It is navigable from below Obrovazzo to its mouth in the Mare di Novigrad, a distance of 6 miles.

The lakes of Dalmatia are numerous, but, owing to the way in which they diminish in size in summer, are of little value. The salt Lake of Vrana is the largest, with an area of 11 square miles; its depth is from 6 to 12 ft. It is noted for its eel-fisheries. The Lake of Rastoc, near Vrgorac, has an area of 3 square miles.

(3) Climate

The climate of Dalmatia is of three types. First there is that of the northern littoral, which is warm and sunny, but subject to variations from the bitter north wind, the *bora*, which blows frequently off the mountains. The second is that of the southern littoral, where there is a perfect Mediterranean climate, like that of the Riviera. The third is the inland climate, properly described as continental, and subject to severe frost in winter and heat in summer.

Along the coast the mean temperature in summer is 73° F. (23° C.); in winter, 44° F. (7° C.). Inland the mean annual temperature is rather lower, owing to the colder winters: at Knin the mean annual temperature is 55° F. (13° C.), with a variation between the extremes of 20°; this is to be compared with a mean annual temperature at Zara of 59° F. (15° C.), and at Ragusa of 62° F. (17° C.).

Dalmatia enjoys a great deal of sunshine. Zara has 800 hours of sunshine more than Vienna, and the difference increases farther south.

The winds of Dalmatia help to keep the temperature equable. The *bora* comes from the Alps, the Carso, and the Velebit; it blows strongly in winter, but comparatively little in summer. The strength of the *bora* makes it dangerous at sea.

The islands on the whole have a mild and equable temperature. Those in the north feel the *bora* in

winter, and sometimes are even covered with snow. The islands in the south have a climate which has been compared with that of Madeira. Lesina is said to have the most equable climate in the Adriatic after Valona.

Rainfall is fairly abundant, and the average is about 33 inches (0·84 m.). The rain falls frequently, but does not last long at a time, so that there are very few days without sunshine. The rainy months are October, November, and March; during these one-half of the annual rainfall takes place. June, July, and August are sometimes completely rainless.

(4) Sanitary Conditions

The sanitary conditions of Dalmatia are largely governed by two things, the water-supply and the marshes. Conditions have been considerably improved in recent years; and, when further improvements have been completed, Dalmatia will be as healthy as any country in Europe. Malaria is still fairly common in some parts of the country. The region between Zara and Nona, where there was once a flourishing Roman colony, is now almost uninhabited, owing to the unhealthiness of the marshes; and the same thing has happened in the Narenta valley, which is now very thinly inhabited, in spite of the works undertaken by the Austrians. Traù is another important place rendered unhealthy by marshes. If, however, certain parts of Dalmatia are distinctly unhealthy, others have a particularly high reputation for salubrity. The Riviera dei Sette Castelli between Traù and Spalato, the coast district of Ragusa, the Bocche di Cattaro, and several of the islands, particularly Lesina and Curzola, are among the most temperate and healthy regions in the Mediterranean area. Throughout Dalmatia the only season when dangerous variations of temperature are

apt to occur is autumn, and at this time special precautions are needed.

In spite of the amount of subterranean water in Dalmatia, the water-supply for the inhabitants is in general very poor. Except near sea-level, wells have to be sunk to a great depth in order to obtain water. Out of 200–300 villages it is said that half are without a proper supply of drinking water.

(5) Race and Language

Race

Dalmatia was originally inhabited by the race called Illyrian, which once extended over the greater part of the Balkan peninsula. Except in Albania, this race has disappeared, and has been absorbed in the Slavs, who came into the Balkans in the sixth century. The modern Dalmatian, with the exception of the Italian element, is of the same race as that which inhabits Croatia and much of Bosnia, Herzegovina, Serbia, and Montenegro, although his historical development has not been the same.

The racial problem is very acute in Dalmatia, but there is no serious dispute about the numbers of the component races. According to the Austrian census of 1910 there was a population of 634,855: 610,669 were Serbo-Croats, 18,028 Italians, 3,081 Germans, and 1,412 Czecho-Slovaks; the balance was made up mostly of officials and soldiers from other provinces.[1] The *Lega Nazionale*, the Italian society of Dalmatia, claims 30,000 actual Italians, although it puts the numbers of those who can speak the Italian tongue at five times that number. Although a higher figure has been claimed, a recent view advanced (1914) by a responsible Italian publicist is that there are between

[1] The detailed figures are given in Appendix II.

20,000 and 30,000 Italians in Dalmatia. In proportion to the total population, therefore, there is no serious discrepancy between this claim and the Austrian census.

The people of Dalmatia are predominantly Slavonic (95 per cent. Serbo-Croatian), but Italian culture is the basis of their civilization, and there is a small but compact nucleus of people who are and feel themselves distinctly to be Italian.

Language

The languages spoken in Dalmatia are Serbo-Croatian, Italian, and German. The Serbo-Croatian tongue is practically the same as Serbian, except that it is written in Latin characters instead of in Cyrillic. Serbo-Croatian is spoken in Croatia, Bosnia, and Herzegovina, as well as in Dalmatia. About 95 per cent. of the Dalmatian population give Serbo-Croatian as their mother tongue in the Austrian census returns.

Although Serbo-Croatian is the mother tongue of the bulk of the inhabitants, Italian is widely diffused. Public acts which apply to the whole province are printed in Serbo-Croatian and Italian. It is also the custom that in the five principal cities messages from one public body to another, if addressed in Italian, shall be answered in Italian. Along the whole Dalmatian and Albanian coast Italian is the *lingua franca* of commerce, and it is only inland, away from the towns, that Italian is not understood. Some villages, as in those on Lagosta Island, speak a dialect compounded of both Croatian and Italian. Public instruction, however, is conducted in Croatian. The only elementary schools conducted in Italian are at Zara, which has an Italian municipality. A few Italian schools are maintained by the subsidies of the *Lega Nazionale.*

It is said that temporary emigration to America

has made English familiar to a considerable portion of the population; so much so, indeed, that on Lesina it is as widely understood as Serbo-Croatian.

(6) Population

Distribution

Dalmatia has an area of 4,956 square miles and a population of 645,666. The mean density of population is accordingly 130 per square mile. The country is divided into fourteen administrative districts, including the islands. The most densely populated district is Spalato, which contains the towns of Almissa, Spalato, and Traù. It is the third largest political district, and has the largest absolute number of people (99,590); the density is 172 per square mile. This is probably due to the fact that the district contains not merely the above important towns, but also some very fertile country with numerous and thriving villages—the Riviera dei Sette Castelli. The districts next in density of population are Lesina and Imotski, each with 169 per square mile. After Spalato, Zara has the largest population. The district is actually the largest in area (629 square miles), and has a population of 84,133, which is equal to 133 per square mile. The most sparsely populated district is Benkovac, which includes the poor country around that town and Obrovazzo. It is the second largest in area (610 square miles); its population is 44,097, or 72 per square mile.

As might be expected, the coast-land, where the chief cities are, is the most thickly inhabited. The most sparsely populated parts, besides Benkovac, are Knin and Metković, which are inland districts. One inland district, however, Imotski, is (with Lesina) second in order of density. This is due to the fact that its fertile plain contains, in contrast to the other districts

of inland Dalmatia, a large number of villages. Of twenty-four villages in the administrative district, only three have below 1,000 inhabitants.

In most of the large islands the population is more equally spread. Arbe and Pago are not thickly populated (Arbe, 5,099 inhabitants; Pago, 7,462). But the purely insular administrative district of Lesina (which includes Lissa) comes second, with Imotski, in order of density of population. Lesina is an island of villages, which make the average density of population 141 per square mile. Brazza has twenty-six villages with a total of 25,000 inhabitants; the largest village, Milna, has 2,579 inhabitants; the next largest, San Pietro, has 1,829. Although few of the insular villages or towns have more than 2,000 inhabitants, they are substantial places, with large stone houses and imposing churches.

Towns and Villages

There are no very large towns in Dalmatia. Zara (Zadar), the capital, has 15,000 inhabitants, Sebenico (Šibenik) has 10,000, Traù has 4,000, Spalato (Spljet), the chief commercial centre, 32,000, Gravosa (Gruž), 1,600, Ragusa (Dubrovnik), 10,000, and Cattaro (Kotor) just over 4,000. The other places marked on any good map are simply fair-sized villages. Clissa, on the road and railway that go inland from Spalato, has 1,200 inhabitants; Sinj, an important road-centre on the same line, has 2,400; Knin, the chief town of northern continental Dalmatia, has 1,300 inhabitants. The so-called towns inland, farther south, are no more populous. Metković has 1,700 people, Imotski has 1,446, and Zagvozd has 2,352.

Movement

The last three census returns show a steady increase in the resident population: 1890, 527,426; 1900, 593,784;

1910, 645,666; in 1913 the estimated population was 667,648. Between 1900 and 1910, the increase throughout Dalmatia in general was 8·73 per cent. An analysis of the returns shows that the continental districts displayed most tendency to increase in population: Benkovac increased by 14·59 per cent., Imotski by 14·67, Sebenico by 13·81, Zara by 11·67, and Spalato by 10·31. Ragusa was a marked exception: in this district there was practically no increase at all (0·71 per cent.).

The islands, on the other hand, show certain decreases. Curzola, it is true, showed a substantial increase of 9·34 per cent., but Lesina had a decrease of 3·42 per cent., and San Pietro (Brazza) a decrease of 5·90 per cent.

The surplus of births over deaths between 1900 and 1910 was 14 per cent. The greatest surplus was in the administrative district of Benkovac, 20·91; the towns with the lowest rate were Cattaro, with a surplus of 7·92 per cent., and Ragusa with 7·74. The absolute surplus all over Dalmatia was 83,696.

Dalmatia was thus able to record a considerable increase in the population, in spite of a fairly heavy flow of emigration in the decennial period.

II. POLITICAL HISTORY

Chronological Summary

34 B. C. Dalmatia a Roman province.

285–305 A. D. Diocletian includes Dalmatia in the diocese of Illyricum.

395. Dalmatia, as part of West Illyria, is included in the western section of the Empire.

481. Dalmatia is annexed by Odoacer to the German kingdom of Italy.

493–526. Dalmatia forms part of the kingdom of Theodoric the Goth.

553–68. The Emperor Justinian recovers Italy from the Goths. Dalmatia becomes dependent upon the Exarchate at Ravenna.

600–750. The Slavonic immigrations.

805. Charlemagne subdues Dalmatia.

812. Charlemagne agrees that the coast towns shall remain part of the Eastern Empire.

825. The Croats are in possession of Dalmatia.

994–8. The Venetians seize the coast towns.

1102. Coloman of Hungary crowned King of Croatia and Dalmatia at Zara.

1169. Stephen Nemanja of Serbia unites southern Dalmatia and Montenegro to Serbia.

1350–1420. Cattaro in the hands of the Venetians.

1389–91. Stephen Tvrtko of Bosnia conquers Dalmatia.

1420–1526. Venice extends her hold upon Dalmatia.

1526–1699. Dalmatia is divided between the Turks and Venetians.

1699. Treaty of Carlowitz. Venice obtains the 'Mocenigo' frontier-line.

1718. Treaty of Passarowitz. Venice obtains the 'Grimani'. line or frontier of the Dinaric Alps—the present boundary.

1797. Austria obtains Dalmatia by the Treaty of Campo Formio.

1805. Dalmatia is wrested from Austria and included by Napoleon in the kingdom of Italy.
1809. Dalmatia is included in the Illyrian Provinces.
1813. Dalmatia reconquered by Austria.
1815. Dalmatia allotted to Austria by the Congress of Vienna.
1861. The Slav movement takes root in Dalmatia in consequence of the new federal constitution of the Austrian Empire.

(1) Early and Mediaeval History

Dalmatia is a border country in the historical as well as the geographical sense. It once separated Greek and Latin, just as it subsequently divided Venetian and Magyar, Venetian and Turk, and in our own day Slav and Italian. Its eastern neighbours in the nature of things cannot but cast longing eyes towards its seaboard ; yet no Power seeking supremacy in the Adriatic is easily disposed to forgo its possession.

The Romans brought the province of Dalmatia into being about 34 B.C., having gradually torn it from a shadowy kingdom of Illyria, whose inhabitants are said to have left descendants amongst the Albanian tribes ; they planted it with colonies, of which Zara and Salona were the principal. In the dispositions of Diocletian and Constantine it formed a province of the diocese of Illyricum, and was subsequently, between A.D. 379 and 395, definitely attached to the Western Empire as part of West Illyria. With the break-up of the Western Empire it passed through the hands of Odoacer and the Goths, and was presently annexed by the Emperor Justinian to the Eastern Empire. The Slavonic migrations of the seventh century created the problem which remains to this day. The Italian population fled to the seaport towns ; and the eastern coast of the Adriatic became, in Freeman's phrase, 'a Slavonic land with an Italian fringe'. The fringe

was not, however, continuous; at points the Serbo-Croats broke through to the sea. Not only was the country subject to a dual political attraction—eastwards and westwards—but the barrier of the Dinaric Alps impeded her intercourse in the one direction in much the same degree as did the Adriatic in the other. These facts dominated the vicissitudes of her subsequent history. Charlemagne, who received the submission of Dalmatia in 805, arranged by an agreement with the Emperor Michael in 812 that the coast towns should be subject to the Eastern Emperor, while the interior region was included in the Holy Roman Empire. Again, at the next stage, when the inland districts, after a brief subjection to Croatia (825–'30), had passed under Hungarian control and the seaboard had been brought within Venetian protection (994–'8), a fresh opposition arose between the Hungarian kingdom and the Venetian Republic, the one engaging the sympathies of the farmers and the inland merchants, and the other that of the seafaring folk of the coast. The contest continued with various fortune from the year 1102, when Coloman of Hungary is alleged to have been crowned King of Croatia and Dalmatia at Zara, to the fifteenth century,[1] and was complicated by the rise of Serbia under Stephen Nemanja, who conquered southern Dalmatia in 1169, and the rise of Bosnia under Stephen Tvrtko, who in 1389 established a fleeting dominion over Dalmatia, including the littoral between Fiume and Cattaro.

(2) The Venetian Period

By 1420, however, thanks to the pressure of the Turks upon the Hungarians, the field was clear for

[1] 'È la storia non del dominio ma dei tentativi di dominio,' says Prezzolini, speaking of the Venetian claims between 1000 and 1420.

Venice. How far the Republic extended her actual control is disputable; Prezzolini[1] estimates that it did not reach beyond 50 kilometres from the coast, and this not uninterruptedly. Ragusa remained independent, and became, until it was suppressed by Napoleon, a centre of Dalmatian civilization, in which both the Italian and Slavonic elements participated. Then came the time, after Hungary had been finally disposed of at Mohács (1526), when Venice had herself to face the onslaught of Islam. Once more the division between the 'mountain' and the 'shore' asserted itself, the Turks being generally masters of the inland districts and the Venetians fairly secure in the possession of the greater cities of the coast. Strategical requirements drew Venice increasingly into the interior between 1647 and 1699. The Treaty of Carlowitz (1699) gave her the 'novo acquisto', the so-called 'Mocenigo' line —which ran through Knin, Vrlika, Sinj, Clissa, Vrgorac, Castelnuovo to Cattaro, but fell short of the Dinaric Alps. That farther frontier—the 'Grimani' line—which forms the boundary to-day, was obtained by the Treaty of Passarowitz (1718) and passed under the name of the 'novissimo acquisto'. It was, therefore, only between 1718 and 1797 that the whole province was in Venetian possession.

The rule of Venice, which derived its popularity from the fact that it afforded some protection against the Turks, was selfish and unprogressive. A modern Italian writer of repute has described the Republic as 'the greatest enemy of Italian culture', and its policy as 'una lunga soffocazione del paese'.[2] The province was ruled from Zara by a governor-general, who bore the title of Provveditore Generale. The 'Rettore' of Cattaro held the office of Provveditore Straordinario·

[1] Prezzolini, *La Dalmazia*, p. 9.

[2] Ibid., pp. 8 and 11.

'Conti Veneti', as they were called, who were directly dependent on the Provveditore, presided over the local magistracies.

(3) The Napoleonic Episode

In 1797 Bonaparte extinguished the Venetian Republic, conveying Venetian territory east of the Adige to Austria under the Treaty of Campo Formio. The principle of nationality which the French Revolution had engendered was, however, struggling to life beneath the wings of the Imperial eagles; and, after a fresh rupture with Austria had occurred, Napoleon, at the Peace of Pressburg in December 1805, threw Dalmatia into a transitory kingdom of Italy, of which he was himself the sovereign. His designs at this time included the possession of Cattaro, through which he hoped to acquire an influence upon the Porte. Austria consented to surrender it; but, before the surrender took effect, Russian troops from Corfu had occupied it. Pressure from Austria failed to dislodge them; and Napoleon consequently extinguished the Republic of Ragusa and seized the town as a substitute. The subsequent disasters of Austria, which led to the loss of the whole of her seaboard at the Treaty of Schönbrunn (1809), resulted in a new organization of the conquered territory. Dalmatia was incorporated in the 'Illyrian Provinces'. This transitory creation consisted, besides Dalmatia, of Croatia, military and civil, Carniola, Istria, and Ragusa, and was placed under the government of Marmont, who showed great administrative energy. The coast-road from Zara to Spalato was made under his direction; brigands were suppressed; schools, primary, secondary, and technical, were established; and the civilizing activities of the Franciscan clergy received State countenance. The changes in-

volved expenses and hardship, but were probably in the long run beneficial. The 'Illyrian Provinces' were, however, swept away in 1814. Under the pressure of British and Austrian forces the French were expelled from Dalmatia; and Austria recovered all, and more than all, that she had lost by the French Revolution.

(4) The Austrian Restoration

The administration was reorganized in 1822, when the political privileges of the Dalmatian nobility were suppressed in favour of a bureaucracy. The mayors were appointed by the Austrian Minister of the Interior or the Emperor; and the communal councillors and delegates by the Prefect, or at his pleasure by a restricted body of electors. The anti-democratic and clerical sympathies of the Dalmatians of that date are alleged to have been used to consolidate the Austrian hold upon the country. Education, owing to the teachers' college being Italian, remained until 1864 almost entirely Italian in character, though in 1862 twenty-three Slav primary schools existed, and in the 125 mixed schools religious, but no form of secular, instruction was given in Serbo-Croatian.[1]

(5) The 1861 Constitution and its Effects

In 1861, under the new federal Constitution, the Dalmatian Diet was organized on a curial basis—the electors, that is to say, were groups representing (1) landowners; (2) chambers of commerce; (3) rural communes; (4) towns. The growing sense of nationality probably rendered it impossible that this arrangement, even if it had been administered by the most honest Government, should have satisfied the parties

[1] Vouk Primorac, *La Question yougo-slave*, p. 177.

interested. Italian sentiment was approaching maturity; Slav sentiment had come to birth. Present-day Italians and Slavs alike judge the Constitution by the effect it had upon their respective national prospects. From the Italians it seems to Italian eyes to have taken too much; to the Slavs it seems to Slav eyes to have given too little. And in the retrospect, if not at the time, each party has blamed the Austrian Government, of which the character did not stand so high as to exonerate it from the suspicion of having played off one nationality against the other. The Italians complain that they lost immediately the very substantial majority (30 out of 43) which they had possessed in the Dalmatian Diet, and subsequently predominance in the municipalities, so that at the present time Zara alone is controlled by an Italian corporation. The Serbo-Croats, on the other hand, point out how insufficient was the representation they obtained in 1861 to satisfy the democratic theories of 1914. They have a more impressive grievance in the fact that the project of union with Croatia, which had been foreshadowed by the Emperor in his autograph letter of December 5, 1860, was rejected by the Dalmatian Diet, packed, as they allege, by the Governor Mamula, a Croat from the Military Frontier Province, acting under the instructions of the Imperial Government. Nor was the project put into effect in the Ausgleich settlements of 1867–8. Hungary, which, under the provisions of § 65 of the Nagoda[1] (i.e. the Compromise of 1868 between Hungary and Croatia), had undertaken to promote the union of Croatia and Dalmatia, left the promise unfulfilled. Neither member of the Dual Monarchy had any interest in strengthening cohesion among the Jugo-Slav communities.

[1] See *Croatia-Slavonia*, No. 8 of this series, p. 89.

(6) The Growth of Slav Education

Meanwhile, increasing, if tardy, consideration was being given to the Serbo-Croats of Dalmatia. In 1866 some knowledge of the so-called 'Illyrian' language began to be required of Dalmatian officials; and in 1869 Dalmatian was permitted in the communications addressed by the communes to the administrative authorities, and in the conduct of criminal charges. In 1883 this privilege was extended to civil charges. In 1887 the obligation to use Serbo-Croatian was laid upon administrative authorities in their correspondence with Serbo-Croatian communes. Finally, in 1909, Serbo-Croatian was put on an equality with Italian; and the party which had initiated a cause gained the right of prescribing the language in which it should be conducted.

(7) The Jugo-Slav Movement in Dalmatia

The events of 1878, when Bosnia and Herzegovina were occupied, and of 1909, when they were annexed by Austria, affected the interests of Dalmatia. These provinces—to use the classical epigram—formed the head without which Dalmatia was only a face; and their inclusion in Austria seemed calculated to strengthen by so much the link between Dalmatia and the Austrian Empire. But the Jugo-Slav Nationalist movement had, meanwhile, outstripped the concessions and manœuvres of the Imperial Government. The resistance of the Young Jugo-Slavs of Croatia to the Khuen-Hedervváry régime had evoked sympathy in Dalmatia; and Dalmatian deputies to the Reichsrat were associated with deputies from Croatia and Istria in the Conference of Fiume in October 1905. The question of the union of Dalmatia with Croatia was the pretext of the Conference and a principal feature of its conclusions,

in which it was made a condition of the support to be given by the Croats to the Magyar Opposition. The actual resolution was drafted by Dr. Antony Trumbic,[1] formerly Mayor of Spalato, and a man of great influence in Dalmatia. A majority of the Dalmatian deputies to the Reichsrat, however, remained Austrophil. In 1907 the passage of the Austrian Universal Suffrage Act altered the system of representation in a democratic direction. A continued policy of repression in Croatia under M. Cuvaj produced another sympathetic agitation in Dalmatia in 1912, which was greatly stimulated by the victory of the Serbs at Kumanovo in the First Balkan War. These demonstrations were at first tolerated by the Government; but ultimately repressive measures, particularly in regard to the press, were resorted to, and at Spalato and Sebenico the town councils were dissolved. M. Katalinić, the Mayor of Spalato, was tried for using treasonable expressions in a public speech, not in a Dalmatian court but at Klagenfurt, in spite of which circumstance he was acquitted. The fear that Austria would enter into hostilities with Serbia produced a protest on the part of all the Serbo-Croat party leaders at Zara against the alleged 'attempt of the Government to involve our people in a civil war'; and this temper of mind was widely diffused, notably among the students. It had not had time to subside when the European War broke out.[2]

[1] Afterwards Minister for Foreign Affairs of the United Kingdom of Serbs, Croats, and Slovenes.

[2] For later conditions, see *The Jugo-Slav Movement*, No. 14 of this series, pp. 21–34.

III. SOCIAL AND POLITICAL CONDITIONS

(1) Religious

According to the 1910 census, out of a total population of 645,666, the Catholics in Dalmatia number 539,074 (538,101 Roman; 973 Greek); the Orthodox Church has 105,338 members; the Evangelical Churches (Lutheran and Calvinist) 322 and 253 respectively.

The Orthodox Church of Dalmatia was in 1873 linked to that of Bukovina; and the Bishops of Zara and Bocche di Cattaro were put under the Archbishop of Czernowitz. The motive of this artificial arrangement was political, the object of the Austrian Government being to emphasize the separation of the Orthodox Church of Bukovina from that of Moldavia.

About 80 per cent. of the Serbo-Croat population is said to be Catholic and 16 per cent. Orthodox. There are important groups of members of the Orthodox Church at Benkovac (25,433), Cattaro (24,791), and Knin (29,572), in which places they outnumber the Catholics; but the religious question is, broadly speaking, of little political consequence in Dalmatia, particularly in view of the favourable conditions accorded to Catholics in the Concordat of 1914 between the Serbian Government and the Vatican, and the implied promise of a very liberal toleration for Catholic Jugo-Slavs generally.

(2) Political

The political status of Dalmatia is ill-defined. Technically the province forms a kingdom, and is mentioned in conjunction with Croatia and Slavonia, which are

incorporated with the Transleithan (Hungarian) section of the Dual Monarchy. The February Charter of 1861 affirms this connexion; the Compromise (Nagoda) of 1868 between Hungary and Croatia promises to bring it into effect; and the Ban of Croatia is styled Ban of Croatia-Slavonia and Dalmatia. But practically Dalmatia remains one of the kingdoms which, in default of special mention in the Compromise (Ausgleich) of 1867 between the Imperial Government and Hungary, are given representation in the Austrian Reichsrat. Under the provisions of the Universal Suffrage Act of 1907, Dalmatia sends eleven delegates to Parliament who are all Serbo-Croats. To the Delegations Dalmatia contributes one member. The Governor is an Imperial nominee; and the President of the Diet is selected by the Emperor from among its members. The Diet contains forty-three members, including the Catholic Archbishop and the Orthodox Bishop of Zara. With these two exceptions the members are elected by the curial system, that is by wards representing (1) landowners, (2) towns, (3) chambers of commerce, (4) rural communes. The executive duties of the Diet are carried on by a local council of six, over which the President of the Diet presides, and comprise the charge of roads, forestry, waterworks, traffic, and agriculture.

(3) Educational

Primary schools are supported from local funds. According to the *Oest. Stat. Handbuch*, 1912, Dalmatia had, in 1911, 6 Serbo-Croatian Bürgerschulen, and 452 Serbo-Croatian and 1 Italian Volksschulen. Of mixed Bürgerschulen there were 5 German non-obligatory and 6 Italian obligatory. Of mixed Volksschulen there were 1 Serbo-Croatian and 87 Italian obligatory, and 7 Italian non-obligatory.

Secondary schools exist at Zara, Spalato, Cattaro, Ragusa, and Sebenico; and naval colleges at Ragusa and Cattaro. There are theological seminaries, one Catholic and the other Orthodox, at Zara. There is no university; and, as the diplomas of the University of Agram are not recognized by the Austrian Government, the Serbo-Croat students have to obtain, or at any rate to complete, their education at Innsbruck or some other university under German influence.

The following estimate of the educational position in Dalmatia was given by Dr. Joseph Smodlaka, the founder of the Croat Democratic party in Dalmatia, on December 3, 1910, in the Reichsrat:

> We . . . have no education. Over 300 Dalmatian villages have no school at all; in half the country the number of illiterates is not 50 or 60, but 99 and 100 per cent. I have the honour to represent the central district of Dalmatia, relatively the richest and most progressive of all; and in my constituency (Spalato) there are 48 villages, of which 28 have no school and no teacher, and only 20 a school with one class, and two or three a school with two classes.

GENERAL OBSERVATIONS

(1) *Popular Opinion and National Sentiment*

The Austrian mistake in dealing with popular opinion in Dalmatia has been neatly expressed by Hermann Bahr: 'The Dalmatian says, "We need roads and railways and schools". Our Administration replies to him, "Show first that you are a patriot". Necessities are thus turned into rewards, which one must first deserve for years.'[1]

Italian sentiment fixes upon the coast-towns, and particularly upon Zara, as legacies of the Roman and Venetian tradition. Zara, which contains about a

[1] *Dalmatische Reise*, 1909, p. 68.

third of the whole Italian population of Dalmatia, alone satisfies the modern condition of possessing an Italian majority. Elsewhere the Italians have only a superiority of culture and of political activity. The latter was noticeable in the 1909 returns for the elections to the Diet, when the percentage of voters who took the trouble to vote was three times as great in the curia of the chambers of commerce, and twice as great in the curia of the urban communes, in both of which the Italian element is dominant, as in that of the rural communes, where the Slavs prevail.

(2) *Questions specially Interesting other Countries and Future Possibilities*

Dalmatia has a geographical, though it has had little historical, affinity with Bosnia and Herzegovina. Racial and economic considerations support the connexion, for Jugo-Slavs predominate in both, and access to the sea for Jugo-Slavia lies through the Dalmatian ports. The countries specially interested in Dalmatia are Austria, Hungary, Serbia, and Italy.

Austria formerly held Dalmatia as the legatee of Venice, under the Treaty of Campo Formio (1797). This was her sole claim to it, for Dalmatia, whatever else it may be, had, physically speaking, no place in the Cisleithan section of the Danubian monarchy. Austria had not so much as an overland connexion with Dalmatia; and the project of uniting her by a chain of bridges running across the islands of the Quarnero had even been mooted. The Hungarian interest in Dalmatia was practically made over, under the terms of the Nagoda of 1868, to Croatia.

The possibilities attending the inclusion of Dalmatia in a Jugo-Slav State are two. It might be attached

to Croatia, together with Bosnia and Herzegovina, so as to form one autonomous state, or an independent State with Agram (Zagreb) as its capital. On the other hand, if Belgrade or Nish became the focus of Jugo-Slavia, Dalmatia might as easily fall within the Serbian combination. One or other of the Dalmatian ports is essential to the proper development of Bosnia and Serbia, at any rate on the west.[1]

The Adriatic policy of Italy before 1914 and until recently was dictated by a wish to prevent any part of the Adriatic coast-line from falling into the hands of the Serbs. Like Austria, Italy saw the growth of a strong Jugo-Slav State in the light of a menace; and, to avoid this contingency, was content to support the Austrian policy of maintaining the *status quo*. The idea of an Italian annexation of the Dalmatian coast thus remained dormant until Italy entered the war. It was, however, entertained by Italian Imperialists, who wished to place Italian supremacy in the Adriatic beyond risk of dispute. Strategic considerations combined with the conception of Italy as the heir of Rome and Venice and the possessor of a culture older and wider than that of the Jugo-Slavs, to strengthen the case for the transfer of Dalmatia to the Italians. The schemes for satisfying, or at least meeting, the Italian interest in the future of Dalmatia may be brought under three heads:

(1) Under the first Italy would have the whole or the greater part of the coast-line from Zara to the Bocche di Cattaro inland to the Dinaric Alps. Modifications of this plan would bisect Dalmatia by the line of the River Narenta, or by a line running from the Dinaric Alps, through Vrlika, and reaching the coast at a point between Sebenico and Traù. The Italian

[1] Unless a harbour is constructed at Klek in Herzegovina: see *Bosnia and Herzegovina*, No. 12 of this series, p. 39.

sphere would, of course, lie north of these lines; the Slav south of them.

(2) Under another scheme the islands off the Dalmatian coast would form a basis of division. These fall into three groups, affording outer, middle, and inner lines. Professor Salvemini has suggested that, by obtaining the outer line of islands, Italy would be perfectly secured against sudden naval attacks by the Jugo-Slavs, whilst the labyrinthine channels between the middle and inner lines of islands furnish in themselves complete protection to Jugo-Slavia against attacks by the Italians.

(3) A more ambitious scheme, also advanced by Professor Salvemini, is based upon the idea of the complete neutralization of the Adriatic, including the islands and coast of the mainland between Fiume and Antivari. The Italians by this means would be relieved of the burden of naval armaments, whilst the scheme could probably be combined with international guarantees for the protection of the Italian communities in Dalmatia, which, under this arrangement, Italy would more readily resign to Jugo-Slav administration.

IV. ECONOMIC CONDITIONS

(A) MEANS OF COMMUNICATION

(1) Internal

In a country such as Dalmatia, consisting of a strip of seaboard and innumerable islands of all sizes, the natural and usual means of communication is the sea. To this all land communications are in a measure subordinate, and the facilities they offer must be considered in connexion with the coastal shipping service (see below under 'External Communications').

(*a*) *Roads*

In 1911 there were 1,955 miles of road in Dalmatia practicable for wheeled traffic. Of these 682 miles were State roads. The metalled roads are, as a rule, good, and those along the coast and on some of the islands, as also in certain cases over the mountains of the interior, are practicable both for general and motor traffic. On the other hand, many parts of the interior are still served only by the roughest of tracks.

The road system may be said to have as its main artery what is variously known as the Strada Maestra, Strada Regia, or Strada Napoleone, which runs the whole length of the country, and was begun in 1809, during the French occupation, when lack of command of the sea rendered the development of internal communications imperative. This road runs south through the Croatian littoral, crosses the Velebit Mountains by a pass near Vrelo, and enters Dalmatia just north of Pagjeno. It joins the railway at Knin; thence it mounts again by easy gradients to the village of Vrlika and descends

the valley of the River Cetina to Sinj, where it again touches the railway. Leaving Sinj it crosses the Cetina at Trilj and runs north of the coastal range and the Narenta marshes to Metković. Crossing the Narenta here, it follows the coast to Ragusa, Castelnuovo, and Cattaro. Until recently there was a break in the road north of the Bocche di Cattaro, but this has now been filled up. The road is continued from Cattaro itself to Budua and to Spizza on the Bay of Antivari. The Strada Maestra has a total length of 326 miles, and is said to be practicable for motor traffic throughout. A recent traveller states, however, that the traffic on it is almost negligible and that its surface is very poor.

The other chief road is the Strada Litorale from Zara to Almissa. This runs somewhat inland from Zara, by Benkovac and Scardona to Sebenico, and thence along the coast to Traù, Spalato, and Almissa. The Spalato-Almissa section is very much exposed to the *bora* (north wind) and is sometimes dangerous in winter. The road is continued from Almissa to Macarsca, where it turns inland and joins the Strada Maestra at Kozica, about halfway between Trilj and Metković.

Other good roads lead from the coast inland. Zara, which has not at present any railway facilities, is connected by two important roads with the rest of Dalmatia. The first of these, one of the most remarkable pieces of engineering in Europe, runs east to Obrovazzo, whence it crosses the Velebit Mountains at Halan Mali (3,428 ft.) and joins the Strada Maestra at Sv. Rok in Croatia; it is served as far as Obrovazzo by a public motor omnibus. The second road runs south-east and joins that from Sebenico to Knin at Drniš in the valley of the River Cikola; a motor omnibus runs on it from Zara to Knin, and from thence to Sinj along the Strada Maestra. Another important road is that leading from Spalato to Sinj and thence over the Dinaric Alps to

Livno and Bugojno in Bosnia. It forms the chief means of communication between central Bosnia and the sea at Spalato and is used by the diligence. The completion of the Bugojno–Aržano–Spalato railway (see below) will, however, deprive this road of most of its traffic. The great high road from Metković to Mostar and Sarajevo has lost its importance for the same reason. Lastly may be mentioned the famous road which runs from Cattaro over the shoulder of Mount Lovčen to Cetinje in Montenegro (28 miles). This crosses the pass after many windings at a height of 3,500 ft., and is served by a motor diligence. There is a second, but very inferior, road into Montenegro from Risano at the north-eastern end of the Bocche di Cattaro.

(*b*) *Rivers*

The only considerable river that flows through Dalmatia is the Narenta, and of this the Dalmatian course is only 18 miles long, from Unke just above Metković to the sea. This portion lies in a wide, flat valley, which is flooded from November to April. Below Metković the river divides into a number of channels and reaches the sea by no less than twelve mouths. In this net-work of branches, on the main channel, which is canalized, lies Fort Opus. Steamers ascend to Metković, the breadth of this reach being 150–200 yds. and the depth 12–15 ft., but beyond, in spite of improvements that have been made in the channel, rocks forbid the use of the river to all but small boats. These can ascend to Mostar, above which there are falls. Cereals, hay, and rushes, in which last there is a considerable trade, are transported in the pointed, floorless *laja* or *zoppolo*, peculiar to this valley, or in the lighter *trupuja*.

In the north, the Zrmanja, which rises in Croatia at

the point where the Strada Maestra crosses the Velebit chain, flows westward down a rocky course to Obrovazzo and the Mare di Novigrad. From just below the town to its mouth it has a sandy bed and a breadth of some 50 yds., and is navigable for a distance of 6 miles.

Of the two purely Dalmatian rivers of any length, the Cetina, a series of rapids and falls, is wholly unnavigable, while the very similar Kerka is navigable for small steamers only below its junction with its tributary the Cikola from Sebenico up to Scardona (8 miles).

(c) *Railways*

Railway System in General.—There are two disconnected railway systems in Dalmatia, one in the south, the other in the north.

The southern system comprises the lines Gravosa–Uskoplje, 13 miles; Uskoplje–Zelenica, 48½ miles (including two stretches of about 6 miles each in the Herzegovina); and Metković–Gabela, 2½ miles. These lines, which are all narrow gauge (0·76 metre = 30 in.), are not, properly speaking, Dalmatian at all, but belong to the Bosnian system, being no more than continuations or branches of the important railway connecting Sarajevo with the coast. This affords circuitous communication between Dalmatia and the general European system.

The northern Dalmatian system includes the lines Spalato–Salona–Perković–Drniš–Knin, 82 miles; Perković–Sebenico, 17 miles; and Salona–Sinj, 32½ miles. Of these the first two are single lines of normal gauge, while the last is narrow gauge. Connected with this system are two industrial railways, not open to passenger or general goods traffic; Drniš–near Razvagje, 8½ miles; and Knin–frontier near Strumica, 14½ miles. Of these the former skirts the western slope of Mt.

Promina, and presumably serves the mines of the Velušić coal deposits (those of Siverić lie on the main line to Knin). The second is a forest railway serving the wood industry and cellulose factory at Drvar in Bosnia. It is a well-engineered line which is continued beyond the frontier across the inland plateau to the valley of the Sana at Ribnik, whence it was to be continued to Prjedor[1] on the normal-gauge line Novi–Banjaluka. The total length from Knin is about 120 miles.

It is said that some sort of light railway has now been constructed connecting Cattaro and Cetinje.

There is an electric tramway between Ragusa and Gravosa.

The total mileage of public railways in Dalmatia is: normal gauge, 99 miles; narrow gauge, 84½ miles, or 183½ miles in all.

Relation to Government.—All public railways in Dalmatia are owned by the Government. The northern system belongs to the Austrian Government; the southern is Bosnian.

Projects of Railway Development.—Dalmatia is now connected with the general European system by the circuitous route afforded by the Bosnian narrow-gauge railways. The line from Gravosa to Sarajevo is destined, however, to be much more important than it now is. When the line which runs east from Sarajevo to the Serbian frontier beyond Višegrad is connected up with the Serbian railways at Uzhitse, some 20 miles farther, the long-desired connexion between old Serbia and the sea will be afforded, and by the shortest possible route.[2] It is probable, however, that

[1] In October 1918, this extension was reported to have been completed.

[2] It is probable that this connexion has been made during the recent Austrian occupation of Serbia. In view, however, of the

it would be necessary to normalize both this and the Serbian line if heavy traffic is to be reckoned on. In view of the mountainous character of the country this operation would prove a long and expensive undertaking.

Of the various schemes for linking up the northern Dalmatian with other systems, the most important and the only one actually authorized is the Spalato–Aržano–Bugojno line. This would leave the existing Spalato–Sinj railway near Krusvar, run east to the frontier at Aržano and thence over the Bosnian plateau to Bugojno in the valley of the Vrbas. Here it would join the already authorized main line Novi–Banjaluka–Jajce–Bugojno–Rama–Mostar, which was to form the great link between Vienna and southern Dalmatia (see *Bosnia and Herzegovina*, No. 12 of this series, p. 37). It is doubtful, however, whether this line would be a financial success. According to the authorized plan it is to be a narrow-gauge line, though connecting with one of normal gauge; it would run through an ill-populated and barren district, and would traverse a table-land at an average height of some 3,000 ft. It is true that the line was urgently desired by the inhabitants of Spalato, and that only the stretch up to Aržano would have to be paid for by Dalmatia, but there can be little doubt that Spalato is too inconveniently situated to be the main outlet for Bosnian and Serbian trade, and that Gravosa or Neum or Klek Bay (see *Bosnia and Herzegovina*, p. 39) will serve that purpose better.

A second scheme for connecting Spalato with the interior is an extension towards the north of the existing line from Spalato and Sebenico to Knin. This

reported existence of a rack-and-pinion section (between Tarchin and Konjitsa) the commercial value of the connexion must be seriously diminished.

would give a connexion with north-western Bosnia, hitherto almost destitute of communications. The suggested line would follow the existing forest line (see above), and thence descend the valley of the Una to Bihać, from which a line was sanctioned in 1912 to Novi, at a cost to Bosnia-Herzegovina of £854,000. Hitherto this project has been wrecked by Hungary, which country feared the competition of Spalato with its own port of Fiume. It was in order to meet this objection, while at the same time satisfying in a measure the demands of Dalmatia, that the rival scheme of an Ogulin–Knin line was put forward. The *tracé* follows for some distance the line of the Strada Maestra from Knin over the high Karst land of the Croatian littoral, and then, turning farther inand, strike the present Karlstadt (Karlovac)–Fiume line at its southern angle at Ogulin. The building of this line was sanctioned in the last financial agreement between Austria and Hungary, and an initial credit of £416,666 was granted ; a stretch of some 15 miles from Ogulin to Plaški had been constructed in 1915.[1] As a means of developing Spalato as a port for the through transit of bulk goods the line would be useless, since it would be merely a branch from the much shorter line to Fiume. It would, indeed, do little more than serve the local requirement of a poor and backward district, and offer some opportunities for passenger traffic, though in this respect it would not be favourably placed to compete with steamship communication down the coast. However, it would at least afford Dalmatia a second and more direct connexion with the rail-

[1] It has been recently reported that the section Plaški–Gospić is nearly complete. The southern section Gospić–Knin is barely half finished ; and it is estimated that the line could not be completed in less than eighteen months. The total length of the line will be 226 km.

ways of Europe and a better outlet for her own produce. It must also be borne in mind, as regards through traffic, that it is difficult to see how any Dalmatian port could be developed for this purpose except at the direct expense of Fiume or Trieste, so that the opposition both in Hungary and Austria to ambitious Dalmatian projects, if not disinterested, is at least natural.

Other projected railways are from Zara *via* Zermonico to Gjeverske and thence in two branches to Knin on the north and Drniš on the south. Subsidiary branches are projected from Zermonico to Obrovazzo and from Knin by Vrlica and Riborič to Sinj. Direct connexion between Zara and the Istrian railway system near Abbazia has been suggested, but the cost would be very great.

(*d*) *Posts and Telegraphs*

In 1912 there were in Dalmatia 217 post offices, 163 telegraph offices, and 280 miles of telephone lines. Most of the larger islands have cable communication with the mainland.

(2) External

(*a*) *Ports*

The mainland and islands together have no less than 56 harbours, great and small. Descending the coast the following are the principal ports of the mainland:

Zara (*Zadar*), the capital of Dalmatia, is sheltered from south-west gales by the island of Ugljan, from which it is separated by the Canale di Zara, some three miles wide. The town itself is built on a small peninsula running north-west. Between this and the

mainland, and sheltered from the north by a breakwater, lies the old port, which has a harbour depth of 8–10 fathoms. Its quay, the Riva Vecchia, is used by the Austrian Lloyd steamers. Before the war considerable works were in progress with a view to fitting this harbour for modern requirements. Steamers can come close inshore; there are warehouses, custom-house, naval arsenal, a cargo wharf, and, at the entrance, a lighthouse. Close to this last a new quay was being built, 256 yds. in length with a depth of 19–23 ft. of water alongside, at an estimated cost of £13,750. Farther in, opposite the Porta Marina, near the custom-house, another section of quay 76 yds. long was being reconstructed at a cost of £5,830; while farther still another section of 163 yds., about half of which had fallen into the water, was also to be rebuilt, the cost being estimated in 1913 at £16,600. Meanwhile, on the other side of the town, facing Ugljan, is the new Riva Francesco Giuseppe, from which projects a mole, with 14½ ft. of water alongside, used by the Ungaro-Croata vessels. There is a large shallow basin at the land end of the new quay and a smaller one opposite in the port. These are portions of the canal by which the Venetians severed Zara from the mainland when they made it a fortress; fishing-boats now lie up in them. Anchorage is prohibited off the entrance to the port. The imports of the port of Zara in 1909 amounted to 28,892 metric tons, in 1910 to 28,801 metric tons.

Sebenico (*Šibenik*), at the mouth of the Kerka, lies on a land-locked inlet 5½ miles long reached by a narrow channel, the Canale di Sebenico, which has a depth of 8–12 fathoms. The entrance is screened by numerous small islands and the approaches are somewhat difficult. The bay or inlet forms an excellent natural harbour, and there is a mole projecting from the town quay. The

railway does not quite reach the town, being separated from it by the Vrulje inlet, but a scheme for filling this in was to have been completed in 1913, and the railway quay, already 656 yds. long, was to be prolonged over the site. This quay has sidings and two electric travelling cranes; coal from the Promina mines is shipped here. Sebenico is a naval base and has a wireless station. The imports of the port of Sebenico amounted in 1909 to 43,543 metric tons, and in 1910 to 38,152 metric tons. The exports in 1910 amounted to 175,769 metric tons.

Rogoznica, half-way between Sebenico and Traù, has a good harbour which is used by boats seeking refuge from the swell of Punta Planka. It is safe in all winds and has a depth of 12–17 fathoms.

Traù (*Trogir*) lies on a small island in the Canale di Traù, which separates the island of Bua from the mainland, and has a harbour depth of from 2½ to 6 fathoms. The town is connected with the shore by a short causeway and on the opposite side a mole reaches almost to Bua.

The *Riviera dei Sette Castelli*, reached from the west by the Canale di Traù, and protected from the *bora* by the Kozjak ridge, runs along the north shore of the Canale Castelli, a land-locked bay with general depths of 10–20 fathoms. It has a series of small harbours belonging to the now continuous line of fishing villages that have sprung up round the old Venetian castles from which it takes its name. These are Stafileo, Castelnuovo (the most important), Castelvecchio, Luksić (Vitturi), Kambelovac (Cambio), Gomilica (Abbadessa), and Sučurac.

Spalato (*Spljet*), on a small bay to the east of the entrance of the Canale Castelli, looking out over the broad channel that lies between the mainland and the islands of Solta and Brazza, has great natural advan-

tages and has been made into the finest harbour of Dalmatia by the erection on the east side of a breakwater 727 yds. long, which shelters it from the south. It is proposed to complete the protection by a second breakwater on the western side which will afford shelter from the south-west. The harbour, which has a depth of 4–5 fathoms, possesses a particularly fine quay, divided into two portions, the Stara Obala on the north with one mole, and the Nova Obala on the east with three. In the centre of the latter stands the railway station. The new mole, built of stone and concrete, is 196 yds. long and was completed in 1911 at a cost of £16,250. The imports of the port of Spalato amounted in 1909 to 30,463 metric tons and in 1910 to 52,116 metric tons; the exports in 1910 amounted to 137,777 metric tons.

Macarsca, a small town between Almissa and Metković, has a good harbour with a depth of 4–6 fathoms, used by vessels of moderate size, but the place is not of much importance.

Metković is a port on the River Narenta, 11 miles above its bar, and is connected by rail with the Sarajevo line. There are quays on both banks of the river and also at Opus, 6 miles above the bar. Metković has long been the chief port for the imports of Herzegovina, but it is not available for vessels of large size, the bar having a depth of 13 ft. only. The place has a reputation for fever, which is said to be now undeserved. The imports of the port of Metković in 1909 amounted to 25,780 metric tons and in 1910 to 27,714 metric tons; the exports in 1910 amounted to 22,020 metric tons.

Gravosa (*Gruž*) has a natural harbour on the south side of the entrance to the Ombla and may now be regarded as the terminus of the Sarajevo–Mostar line. The railway comes down to the northern end of the quay on the western side of the harbour, which has good

anchorage in 11 fathoms. The new stone quays, 459 yds. long, were completed in 1912 at a cost of £26,250, and brought the total length of quay available up to 1,640 yds. There is a maximum depth of 26 ft. of water alongside. The imports of the port of Gravosa-Ragusa in 1909 amounted to 28,881 metric tons and in 1910 to 20,288 metric tons; the exports in 1910 amounted to 118,687 metric tons.

Ragusa (*Dubrovnik*), now completely supplanted by Gravosa, has an old harbour, the Porto Casson, protected by a detached mole across the entrance and screened by the rocky island of Lacroma. It has space for a few small vessels in 6 fathoms, but the entrance is difficult and almost impracticable in a heavy sea.

The *Bocche di Cattaro* form a remarkable series of four spacious land-locked basins. They contain no artificial harbours, but they are well protected and the steep shores allow vessels to come close inshore. *Teodo Bay* on the south side of the Bocche has excellent anchorage in 20 fathoms, a pier 250 ft. long, and a coaling depôt. It was, after Pola, the chief naval base of the Austro-Hungarian fleet. *Risano* is a port for Montenegrin trade, while *Cattaro* itself is also a considerable commercial centre and has excellent anchorage in 10–20 fathoms, and a quay alongside which the mail steamers moor. The imports of the port of Cattaro in 1910 amounted to 12,926 metric tons.

Port Budua, $3\frac{1}{2}$–$4\frac{1}{2}$ fathoms deep, is well protected.

Of island ports the most considerable in the north is *Arbe*, which is popular on account of excellent fresh-water springs. Farther souch *Port Oliveto*, on the island of Solta, has a good harbour where the Austrian Lloyd steamers call. *Port Tajer*, on Isola Lunga, is a fine natural harbour, as is also *Port Saraceno*, on the island of Zuri. On Brazza the chief port is *Milna*, which has an excellent harbour protected from all but north

and north-west winds, and a dockyard where coasting vessels are built. Other good harbours on the island are *San Pietro* and *Pučišće*, both on the north coast. *Lesina*, the chief port of the island of the same name, is reached from the open sea to the west by the Canale di Spalmadori between the islet of that name and Cape Pellegrino, the entrance being marked by the lighthouse of Vodnjak. There is good anchorage in 20 fathoms. It is a fortified naval base and has an excellent harbour and mole. Other steamship ports on the island of Lesina are *Cittavecchia* and *Gelsa*, both on the northern shore. The island of *Lissa* has the port of the same name on the east and the smaller port of *Comisa*, also a steamboat station, on the west. Curzola also has some good harbours, of which *Valle Grande* and *Tre Porti* on the west coast are the best. Lagosta Island has an excellent harbour—*Porto Lago Grande* (cf. also above, pp. 8–11).

(*b*) *Shipping Lines*

However important railway connexions with the interior may be, the sea must always afford the most natural means of communication in Dalmatia. Consequently, the number of locally owned steam and sailing ships is, considering the size and resources of the province, exceptionally large. Even so, the greater part of the traffic by sea is in the hands of the great Austrian, Hungarian, and Italian lines. The only other flag which is represented seriously in Dalmatian waters is the Greek. British, French, and German shipping interests are practically confined to tourist yachts.

In 1912, 74,925 ships of 13,000,282 tons entered Dalmatian ports and 75,739 ships of 13,182,350 tons cleared. (For detailed figures see Appendix III.) In the same year Dalmatia possessed 84 steamers of 105,218 tons and manned by 1,896 men, 732 coasting sailing-

vessels of 7,325 tons, 4,039 fishing-boats, and 4,824 harbour boats and lighters.

Local Steamship Lines.—These are very numerous, but only a few are of any but purely local importance. The chief l'nes are the following:

The Società Anonima Austriaca di Navigazione a Vapore 'Dalmatia', with 29 ships of 6,137 tons. This company, which is an amalgamation (since about 1905) of four old-established Dalmatian steamship companies, Serafino Topich, Fratelli Ramondo, Pio Negri, and Zaratina, has its head-quarters at Trieste.

The Società di Navigazione a Vapore 'Ragusa'. This company, whose head-quarters are at Gravosa-Ragusa, was founded in 1909 with a capital of £50,000 and receives a Government subsidy of £1,660, which was to have been increased to £3,330 for a second line, Trieste–Gravosa–Bari. In 1911 the company showed a profit of £6,290. In 1912 it had 6 steamers of 6,137 tons.

The Consorzio di Navigazione a Vapore 'Naprjed', with head-quarters at Ragusa. This company was founded in 1901 and had, in 1912, 8 steamers of 22,314 tons.

Giovanni Raciel & Co. had before the war 10 steamers of 22,314 tons.

The firm of Giovanni Jelić & Matteo Krunarčivić of Ragusa had 6 steamers of 23,002 tons.

In northern Dalmatia the most important local line was the Società Anonima di Navigazione a Vapore 'Lussino', with head-quarters at Lussin Piccolo in the Istrian island of Lussin.

Austrian Lines.—The Austrian Lloyd was the most important of the lines which connected Dalmatia with the outside world. Its weekly express steamers to Syria and Egypt touched at Gravosa. Its weekly Albanian service touched at Zara, Sebenico, Spalato,

and Gravosa. Besides these it had a tri-weekly express service to Cattaro, touching at the chief ports; also two slow postal services to Albania and Spizza respectively, touching at many ports. The Austrian Lloyd has agencies at Zara, Sebenico, Traù, Spalato, Macarsca, Gravosa, Cattaro, Milna (Brazza), Lesina, Lissa, and Curzola.

The steamers of the Austro-American Line (Unione Austriaca di Navigazione Austro-Americana) touched occasionally at Gravosa and Spalato.

Hungarian Lines.—The Ungaro-Croata Line, with head-quarters at Fiume, had many services both express and local, to the Dalmatian ports. It had four express services weekly to Zara, Spalato, Curzola, and Gravosa; a bi-weekly commercial service from Fiume to Cattaro; and four services, two express and two commercial, between Fiume and Metković, besides many local services for the benefit of the islands. It had agencies at the same ports as the Austrian Lloyd.

Italian Lines.—Two important Italian lines afforded frequent communication between Dalmatia and Italy. The Società Italiana di Servizi Marittimi had a weekly service between Venice and Brindisi, touching at Zara, Sebenico, Spalato, Gravosa, and Cattaro. The Puglia Line had a weekly service between Venice and Bari, touching at Spalato, Metković, Curzola, Gravosa, and Cattaro, while the steamers of its weekly Albanian service touched at Zara.

So far as the present needs of the country are concerned, it would appear that the facilities in existence before the war would be ample. The local services, however would require some reorganization. As regards future developments, much must depend on the political changes in the Balkan peninsula. If Dalmatia were wholly independent of control by her northern neighbours, especially Hungary, some part of the Balkan

trade would go through her ports. Gravosa and, perhaps, Spalato seem destined to considerable expansion in this case. But it seems very doubtful if their ambition to supplant Brindisi, and even Genoa and Marseilles, in international trade can be taken seriously.

Note.—Tables of shipping returns will be found in the Appendix.

(c) *Telegraphic Communication*

A new telegraph cable has been laid from Zara *via* Lussin Piccolo to a point near Pola, whereby direct communication is established between Austria and Dalmatia, hitherto only connected *via* Budapest and Sarajevo. There is a naval wireless station at Sebenico.

(B) INDUSTRY

(1) Labour: Emigration and Immigration

Between 1880 and 1912 the population of Dalmatia increased from 476,001 to 645,666. So far as agriculture is concerned the labour supply is on the whole adequate, but the labour problem is growing gradually more serious in view of the tendency to emigration. Consequently workmen from Hungary and Montenegro have to be imported. It is noted that, though many of the emigrants from Dalmatia return eventually to their native land, they are not available for agricultural labour, as they prefer the large towns. Emigration during the last fifty years has been considerable, and tends to increase, but, as no statistics have been kept, it is impossible to state its extent. According to one estimate only 6,000 per annum, or about 10 per 1,000, of the population have emigrated. Other figures give a higher percentage, i.e. from 1880 to 1890 2·7 per cent., from 1890 to 1900 2·1 per cent., from 1900 to 1910 4·9 per cent., with a tendency to a further increase during 1911 and 1912.

The chief cause of this emigration lies in the devastation of the Dalmatian vineyards by the phylloxera, and of the olive groves by the *Mosca olearia*. The greater part of the emigrants go to California or the Argentine, and some to Chile, Australia, and New Zealand. It must be remembered, however, 'that there are factors present that make emigration a source of wealth. The emigrant intends to make a fortune and then return, and even when in America he remits money home. Several million crowns come in in this way.' [1]

Immigration is confined to temporary agricultural labourers from Hungary and Montenegro (see above), and to a certain number of Italian masons and carpenters. Even this slight movement tends to decrease, because, although wages in Dalmatia were (in 1912) 6 to 7 kronen daily, as compared with 4 to 5 kronen in Apulia, the cost of living in Dalmatia was much higher than in Apulia, and swallowed up the surplus.

(2) Agriculture

(a) *Vegetable and Animal Products*

The total area of Dalmatia, 1,283,494 hectares, was made up in 1911 as follows:

	Hectares.
Pasture, mostly communal	592,393
Forests	378,471
Arable land	154,104
Vineyards	71,156
Olives, mulberries, laurels, and chestnuts	33,460
Unproductive and other ground	28,364
Lakes and marshes	10,660
Natural meadows	10,036
Gardens	4,850
	1,283,494

The coastal districts and the islands produce the

[1] British Consular Report for 1911.

vines, olives, and fruit, the interior the cereals and live-stock. Of all the Austrian Crown lands, Dalmatia has the most vineyards and pastures and the smallest area of meadows and arable land. Fertile land is scarce, and the water-supply generally is inadequate. Thus little more than one-eighth of the whole surface is tilled.

Cereals, &c.—The chief cereal is maize, but the harvest does not suffice for the needs of the country, and wheat is imported from Croatia, Bosnia, and Herzegovina. This should be no longer necessary when the swamps in the valleys of the rivers Narenta and Cetina have been drained. It is estimated that 12,000 hectares of the finest possible corn land would thus be made available in the Narenta delta alone.

The following was the production in quintals of the chief crops in the years 1909–12:

	Maize.	*Wheat.*	*Barley.*	*Rye.*	*Millet and Sorghum.*	*Oats.*	*Potatoes.*
1909 . .	611,381	287,520	200,127	83,088	35,450	31,989	—
1910 . .	376,454	196,399	125,685	41,054	37,272	9,238	—
1911 . .	241,942	315,246	185,828	49,413	22,333	14,033	—
1912 . .	504,985	334,311	188,325	49,312	—	18,921	372,263
Value of 1912 crops	*Kronen.* 11,109,679	*Kronen.* 8,484,813	*Kronen.* 4,018,855	*Kronen.* 1,064,646	—	*Kronen.* 364,796	*Kronen.* 2,613,286

The average annual value of the crops between 1903 and 1912 was 14,984,299 kronen, distributed as follows:

	Value in Kronen.	*Average Area in Hectares.*
Wheat	4,324,237	26,745
Rye	679,640	6,418
Barley	2,263,343	21,275
Oats	278,074	3,760
Maize.	5,489,834	42,772
Potatoes	1,949,171	5,694

The total output in 1912, the last year of the series, was 1,468,117 quintals, value 27,656,066 kronen. The

total area of arable land in this year was 153,661 hectares, and the distribution of crops was as follows:

	Hectares.
Wheat	34,786
Rye	5,627
Barley	20,996
Oats	3,501
Maize	44,938
Potatoes	4,591
Other crops [1]	39,222

Vines.—The most important industry of Dalmatia and the chief source of the national wealth is the cultivation of the vine, in spite of the ravage done at times by the *bora* or north wind, which devastates the vineyards, particularly on the islands, and by the attacks of phylloxera. Since 1890 the phylloxera has destroyed an area of 30,000 hectares, only half of which has been restored to cultivation. In 1914, 67,914 hectares of land were under vines. In 1911 the total wine production of Austria was 3,836,654 hectolitres, of which Dalmatia contributed 1,056,920. The output of Dalmatian wine (four-fifths red and one-fifth white) between 1909 and 1914 was as follows:

	Hectolitres.
1909	1,416,661
1910	727,992
1911	1,056,920
1914	1,082,393

The best vineyards are in the Riviera dei Sette Castelli and the Ragusan littoral. Most Dalmatian wines are of the nature either of Burgundy or of full-bodied claret; various sweet luscious wines are also produced in the south. The best qualities are the Monte Rosa

[1] These include millet, 1,972 ha.; pulse, 4,578 ha.; cabbages, 1,574 ha.; fodder and beet, 588 ha.; pumpkins, 336 ha.; pyrethrum, 1,743 ha.; flax seed and fibre, 27 ha.; hempseed and fibre, 1 ha.; clover, 4,246 ha.; unspecified, 24,157 ha.

wine, a muscatel of Almissa and Macarsca, the Opollo wine of Lissa, the *marzemino prosecco* of the Bocche, the *orljenak* and *hrvastina* of Brazza, and the *lombardagrk* of Curzola. Other wines exported are *maraschino* of Sebenico (distinct from the liqueur), *tartaro* (the lees of which give cream of tartar), and a white wine resembling Chablis. Dalmatian wines often supplemented shortages in Bordeaux wines, and were passed off as such. Of the annual mean production of 1,000,000 hectolitres, almost half was exported.

Olives.—Olives come second in importance among the products of Dalmatia. The oil is of excellent quality, and highly esteemed in the markets of Venice and the Levant. Intensive scientific cultivation is rare, but it exists in the districts of Ragusa and Macarsca. Recently a great improvement has taken place in the quality of the olives: this is due to the formation of agricultural societies and to Government aid. The output, which fluctuates a good deal, was as follows from 1908 to 1911:

	Quintals.
1908	10,505
1909	49,949
1910	22,075
1911	59,720

The whole of Austria produced in 1911 a total of 66,574 quintals.

Tobacco.—Conditions of climate and soil are favourable to the growth of tobacco, and seed has been imported from Herzegovina. The chief centres are the Imotski district, Arbe Island, and the plain round Nona, north of Zara. In 1914 the area under tobacco was 1,511 hectares. The output in 1909 was nearly 37,000 quintals, in 1911 20,000 quintals, and in 1914 26,801 quintals.

Pyrethrum cinerarifolium.—The flowers of this plant

are very profitably cultivated for the manufacture of insecticide powder. The output in 1909, 1910, 1911, and 1914 was 3,897, 6,701, 6,451, and 5,016 quintals respectively.

Fruit and Vegetables.—The Dalmatian coasts and islands are admirably suited to the production of fruit and vegetables on a large scale. At present, however, the output is deficient both in quantity and quality, and fruit has to be imported from Italy.

The *marasca* or wild cherry, which grows chiefly between Zara and Almissa and in the Poljica valley south of Spalato, is the most valuable, for its fruit provides the liqueur maraschino (see below, p. 67). Figs and almonds are produced in considerable quantities, while apples, mulberries, peaches, pomegranates, nuts, oranges, and lemons are extensively grown. Dates are grown near Ragusa. Fresh grapes are exported, and the Government has recently made efforts to encourage the production of raisins. The carob industry could be developed.

In 1914 the approximate yield of the principal fruits in Dalmatia was as follows:

	Metric tons.		*Metric tons.*
Table grapes	763	Stone fruit	3,797
Figs	3,411	Other fruit	647
Chestnuts	245	Nuts	342
Almonds	1,292	Carobs	646

The cultivation of vegetables for export could be much increased. At present it is practically confined to a small amount of cauliflower, though it has been said that Dalmatia could supply sufficient cauliflower to satisfy half Austria.

Another important industry could be found in the growing of flowers for cutting, and the manufacture and export of scents and essential oils, for the soil

and climate are as favourable as those of the French Riviera, if not more so. Scents and essential oils are provided in particular by lavender, thyme, and rosemary. From the last the highly-esteemed scent known as 'acqua regia' or 'acqua della regina' is produced.

Animals and Animal Products.—The rearing of live stock is limited by the lack of fodder, of good grazing land, and of water. A comparison of the numbers in 1900 and 1910 shows a considerable decrease in donkeys and mules, and a slight decrease in cattle.

	Horses.	*Donkeys and Mules.*	*Cattle.*	*Sheep.*	*Goats.*	*Pigs.*	*Poultry.*
1900 . .	26,368	38,506	108,216	888,039	187,676	56,748	—
1910 . .	26,520	32,676	104,716	1,027,774	254,896	70,849	36,343

The horses are small but hardy. Considerable numbers are imported, and some are exported to Italy. Mules are used for transport in the mountainous districts. Cattle are of inferior quality, and of little value. Sheep and goats show an increase within the last ten years, but they are of inferior breed, the wool and milk having little value. Pigs are not much reared, being chiefly bought young from Croatia and Bosnia. They are of better quality than the other live stock.

The *cheese* industry is capable of considerable development. The cheeses of Pago and Arbe, of the rocky islands round Zara, and of the districts of Ragusa and Cattaro are highly esteemed.

Bee-keeping is capable of great development. In 1910 there were 34,700 beehives in the country, and 1,776 quintals of honey and 207 quintals of wax were produced in that year, a great increase on the figures for previous years.

Sericulture has declined during the last thirty years. Although there was a slight revival in the five years

before 1914, the cocoons produced were only 0·7 of the total Austrian production. The average annual production in Dalmatia is about 15,000 kg. of cocoons.

(*b*) *Methods of Cultivation*

The cultivated land of Dalmatia is for the most part to be found in the *doline* or deep narrow depressions, of which the larger are used for pasturage and only the smaller are tilled. On the poorer soil only iron-pointed wooden ploughs are used, on the better soil ploughs made partly of iron. The manuring is inadequate.

The vines suffer from phylloxera and the olives from *Mosca olearia*, neither of which are effectively combated.

Agricultural work is delayed in the spring in order to enable the oxen, who are attenuated after insufficient winter feeding, to regain their strength. Stock-breeding and fruit cultivation are both injured from want of scientific methods of improving breeds or varieties. The Dalmatian peasant desires quantity rather than quality in his live stock. He also lacks understanding of the principles of rotation of crops, and his errors in this direction contribute to the scantiness of his harvest. He knows best how to work the ground for maize crops.

(*c*) *Forestry*

Forests cover 30 per cent. of the surface of Dalmatia, but the land is poor in timber, partly on account of unrestricted timber-cutting in the past (often for the sake of a little firewood), and partly because of the use of woodlands as pasture and the consequent destruction of young trees by goats. The great forests of the past have, therefore, disappeared almost completely. Oak and beech are found only on certain hill-sides.

The hills round the Mare di Novigrad are wooded with beech; the finest beech woods are on the Bucovica Hills south of the Zrmanje. Woods in South Dalmatia are small: the Lapad Peninsula, east of Gravosa, has fine stone-pine and cypress trees; Lacroma Island has cypresses, oleanders, and ilexes. Such woods as exist are generally of pine; there are pine woods on Curzola Island and on the Sabbioncello peninsula. Willows, poplars, and pines grow in the Kerka valley, and between Zara and Sebenico.

Since 1869 systematic attempts at reafforestation have been made. The number of goats in the forest area has been reduced by half, and they have been excluded from wide areas of forest land, with the result that the district between Traù and Spalato, Ragusa district, and Lesina Island show a luxuriant growth of trees and shrubs. On Meleda Island the State forests cover nearly 4,000 hectares, and those at Pablenica on the Velebit and Dundo on Arbe are models of afforestation. On the Velebit generally, however, and in the Dinaric Alps, the peasant is still destroying the wood, as most of these districts do not belong to the State. For inland afforestation, black fir is chiefly used, and for the sea-coast the *Pinus maritima* and the *Quercus ilex*. Sixty thousand two-year-old pines were distributed yearly from the forest schools at Cattaro, Gravosa, Ombla, Macarsca, Spalato, Sinj, and Sebenico; the communes bore 50 to 60 per cent. of the cost, and the rest was granted by the State. The increase in the forest area in 1912 was 442 hectares, afforestation having been carried out chiefly near large towns and in swampy districts. The woods yield resin, manna, oak bark, and some cork. The less valuable wood is used for charcoal burning.

Characteristic of Dalmatia are the *macchie* or thick

shrubs, which consist of many varieties of bushes and low trees, including the arbutus, olive, and laurel. They yield abundance of fuel, some of which is exported.

(*d*) *Land Tenure*

The ruling system of tenure throughout Dalmatia is the *Kolonat* or *kmet*. Under this system, which resembles the *métayer* form of tenure of southern Europe, the landlord lets to tenants that part of the land which he himself does not cultivate, receiving from one-fifth to one-half of the produce, according to local conditions. The holdings are usually very small—less than 1½ acres being a normal holding for one family.

The system dates back many centuries. It is embodied in the municipal statutes of the mediaeval city states like Ragusa, and in the customs of the feudal interior. It has persisted through all the Turkish, Venetian, and Austrian conquests, though with many modifications, almost invariably in the tenant's favour.

Under the Turks we find the land divided into four categories: *mulk*, or freehold proper, which included little more than the house and outbuildings; *vakuf*, or Mohammedan religious foundations; the State lands, including all uncultivated and forest land; and, finally, the cultivated land given as *mirije* either to the Turkish conquerors as such, or to the old feudal lords who accepted Islam in order to retain their lands. Land, in the last category, was burdened with many conditions. A tithe of the produce went to the State, the land could not be alienated without leave from the State, and it escheated to the State in case of the failure of male heirs. The Venetians made no essential change in the system. Under the French decree of September 4, 1806, the 'invested' lands were made freehold, female inheritance was allowed, and the tithe to the State was changed to a land-tax. But the Austrians restored the

earlier system, which has in its essentials persisted till now.

From an economic point of view the *Kolonat* has been severely condemned, on the following grounds: (1) that it hinders any change from one form of cultivation to another, because the only security for the *kmet* lies in the cultivation of the vines, &c., planted by him or his ancestors, and because in many *kmet* contracts, especially the new ones, particular forms of cultivation are laid down; (2) that it is very difficult to raise money on the land under this system, the landlord having no interest in burdening his land in order to give the *kmet* capital for bettering it; and (3) that, as everything rests on the personal credit of the *kmet*, he has to resort to usurers, whose charges are very high (12 per cent. being considered a low charge and 20–25 per cent. usual). It is said that the cast-iron nature of the system prevents economic betterment, the employment of intensive cultivation, and the creation of industrial organizations; and that, owing to its hereditary nature, it tends to split up the property, often in itself very small, to an absurd degree. On the other hand, it must be remembered that the landlord has to provide and keep in repair the tenant's house and other buildings, that the tenant cannot be evicted so long as he cultivates his land properly, and that he has the right of pre-emption. The position of the *kmet* is, in fact, in many ways more secure than that of the free peasant. Still, on the whole, the system is an anachronism, and there is no doubt that it will eventually disappear, together with the *Zadruga* or house community, i. e. the common farming of a holding by several families under the direction of an elected head, a system which still subsists in the remoter parts of the interior.

The Austrian Government does not seem to have attempted to deal with this question in so determined

a manner in Dalmatia as it has in Bosnia. The process of redemption has been slower. But the Government has been hampered by want of capital and by the prevalence of usury. The establishment of a number of banks on the Raiffeisen system has now been effected, and, with a proper system of land registration, will no doubt slowly produce an improvement.

(3) Fisheries

River-fishing is carried on without method, to the impoverishment of the fish. The Cetina is noted for trout, and the Narenta for salmon and eels.

Sea-fishing is much more important. In fishing with nets the Dalmatians surpass all other Europeans. Three hundred different kinds of fish have been found. In 1909, 11,688 men and 190 boats were employed in the summer season, and 8,698 men and 283 boats in the winter season. The weight of fish caught was 74,807 quintals, of which 28,661 were consumed locally. The total value was 3,047,000 kronen. The most important fish is the sardine: at Comisa, on Lissa Island, there is a large sardine factory, employing more than 150 persons, which turns out over 200,000 boxes annually; and there are eight other factories on the island. Other important fish are the tunny, anchovy, a species of mackerel (Italian *sgombri*), bass, perch, mullet, and cod, most of which are sold salted in barrels. One million kg. of tunny are said to be caught in a good year. Novigrad is the chief centre of this industry.

The quantities and values of the more important fish caught in 1909 were:

	Quintals.	*Kronen.*	
Sardines	51,763	2,358,544	
Mackerel	12,721	896,741	
'Menola bianca' . .	6,937	411,003	
Barbel	2,280	374,230	
Tunny	2,811	333,700	
	76,512	4,374,218	(£182,259)

Statistics for 1911 are as follows:

	Quintals.
Consumed locally	28,723
Exported	12,779
Tinned and preserved	25,332
	66,834

The Dalmatian fishermen keep near the coast and leave the deep-sea fishing to the Chioggia fishermen, part of whose catch comes to the Dalmatian market, whilst the rest goes to Venice or Rome. The Chioggia fishing is said to injure the Dalmatian coast fishing by destroying the sardines in the breeding season. The products of the Chioggia fishing in Dalmatian waters in 1910 and 1911 were:

	Quintals.	*Kronen.*
1910	2,538	228,497
1911	1,452	146,414

Oyster-fishing has been much improved by culture: the catch has a sale in Vienna and Trieste as 'English' or 'best American'.

Crabs, mussels, &c., are largely caught and used for home consumption. There is also a small export.

Coral-fishing has greatly declined in importance: in 1908 only some 20 kg. were put on the market. The chief centre is Zlarin Island, off Sebenico.

Sponge-fishing has also declined, though to a less extent. The chief fisheries are near Sebenico, the central part of the coast, and the island of Crappano, which employs 80 or 90 boats. The output was at one time as much as 80,000 kg., but the fishermen do not use methods of artificial culture, and the production does not increase.

(4) Minerals

The mineral wealth of Dalmatia has been greatly exaggerated, and there has been much speculation with small results. Up to the end of 1909, 4,857 *permis de*

recherche had been granted for coal, 709 for iron, and 1,522 for other minerals. The only mines in Dalmatia still working, or only recently closed, were, according to the *Statistik des Bergbaues in Österreich* for 1913, the following:

Brown Coal.—Seven enterprises existed, but only two were working—the Società Carbonifera Austro-Italiana del Monte Promina, of Turin, which has mines at Siverić, 25 km. from Spalato, and a light railway from Siverić to Drniš; and the Kohlengewerkschaft 'Dalmatia', which has mines at Velusić, south-west of Promina. These two companies together employed 692 workers in 1913, and their combined output was as follows:

	1906.	1907.	1908.	1909.
Metric tons .	155,553	136,520	137,480	158,447
	1910.	1911.	1912.	1913.
Metric tons .	147,670	127,571	126,457	114,862

The proportions produced by the two companies in 1910, 1911, and 1913 were:

	1910.	1911.	1913.
	Metric tons.	*Metric tons.*	*Metric tons.*
Monte Promina . .	124,800	98,498	81,962
Dalmatia . . .	22,870	29,073	32,900

40,567 metric tons of coal were exported to Italy in 1913 from Sebenico; the rest was consumed within Austria-Hungary, Hungary taking 16,529 tons. The proportion to the total output of Austria-Hungary was 0·42 per cent. The value of the Dalmatian output in 1913 was £22,390.

All these coal deposits are in the valleys of the Butisnica (a tributary of the Kerka) and of the upper Kerka and the Cikola. The brown coal produced is generally very sulphurous and liable to disintegration in air; briquettes cannot be made from it without binding

material, and, unless combined with English coal, it is useless for steamships. It has a calorific value of about 4,500.

Asphalt and Asphalt-stone.—Of eleven enterprises, only one is now working, namely, the 'Adria' Works at Paklina, near Vrgorac, owned by König & Co., a Vienna firm which in 1913 employed forty workers. The output since 1906 has been:

	1906.	1907.	1908.	1909.
Metric tons . . .	2,078	2,958	2,972	2,238

	1910.	1911.	1912.	1913.
Metric tons . . .	373	345	2,738	1,611

The value of the output in 1913 was £1,676. The greater quantity in that year went to Germany *via* Fiume; a little went to Bosnia and Hungary; Lower Austria took 76 and Trieste 150 metric tons. Dalmatian asphalt is at a disadvantage when competing with the product of other localities, on account of the high cost of carriage down to the sea.

Iron.—The Eisengewerkschaft 'Kotlenice', formed to mine iron near Spalato, has ceased work since 1907. The output was:

	1904.	1905.	1906.	1907.
Metric tons . . .	500	700	315	50

Another iron-ore mine at Meleda, which in 1904 was producing 500–600 tons per annum, also appears to have ceased work.

Quicksilver.—An enterprise owned by Pauline König & Gebrüder, A. H. Elias of Vienna, and the Zinnober- und Quecksilbererzbergbau 'Spizza', which opened a quicksilver mine in the Cattaro district, ceased work in 1911. Its output was:

	1906.	1907.	1908.	1909.	1910.	1911.
Metric tons .	39	148	1½	7	4 cwt.	2

Salt.—There are State salt-works at Stagno and Pago, where salt is prepared by the evaporation of sea-water. There is also a private enterprise for the same purpose at Arbe, but it ceased work some years before 1914. The output of the State works was:

	White.	*Grey.*	*Total.*	*Value.*
	Metric tons.	*Metric tons.*	*Metric tons.*	£
1907 . .	—	—	7,288	—
1908 . .	—	—	2,969	—
1910 . .	149	682	831	3,537
1911 . .	693	5,671	6,364	26,136
1913 . .	462	1,138	1,600	5,932

Unworked Deposits.—Geological considerations render the existence of the reputed coal wealth of the north-western districts a mere fable. But, besides those at Siverić and Velusić, there are smaller brown coal deposits at Dubravice (4 km. north-east of Scardona), at Gjevrske (on the road from Mostine to Kristanje), and at Kljake, at the south-eastern end of Petrovopolje. There was a lignite enterprise at Strmica owned by Frano Marun & A. Brod, but it was not working in 1913. The same may be said of that at Colane in the island of Pago, which in 1905 was expected to produce 50,000 metric tons a year.

There are probably valuable deposits of bauxite at Scardona, Spizza, and in the Velebit Mountains. Iron ore also exists in the Velebit Mountains, in the district of Sinj and in the island of Lissa; there are cinnabar mines near Traù and on Mount Tartari, and manganese ore is found near Castelnuovo. Much more important at the present time are the marl deposits of the coast hills near Spalato, where a cement industry of considerable importance has quickly arisen; the raw product is also exported to Italy (cf. p. 68). Excellent building-stone is found at Brazza and Curzola, and at Seghetto, near Traù, whence there is a small export

to the Levant. Porphyry is found at Mellisello, marble and *pietra verde* in the interior, the former especially at Seghetto; marble is quarried also in the islands of Arbe, Lesina, Brazza, and Curzola. Slate is produced in Lesina (Verbosca), Brazza, and Curzola. Pitch is a product of Vrgorac, and tar of the district of Sinj. Asphalt is found at Brazza as well as at Vrgorac.

There are sulphur springs on Monte Marjan, west of Spalato, and iodine and sulphur springs at the village of Mokosica in the Ombla valley.

It will be seen that the only profitable minerals now worked are:

	Value of output in 1913. £
Brown Coal	22,392
Salt (State enterprise)	5,932
Asphalt	1,676
	30,000

To these must be added building-stone and marble, cement, and calcium carbide (see the next section).

(5) Manufactures

The most important manufacturing industries of Dalmatia are wine-making, the manufacture of maraschino, and the calcium carbide and cement industries. For the wine-making, as also for the oil-pressing and sardine industries, see above, pp. 53, 57, 61.

Maraschino.—The manufacture of this liqueur from wild sun-dried cherries is an industry of long standing, of which Zara is the centre. The Zara product alone is exported, but the liqueur is made elsewhere for local consumption. Prices have risen greatly of late years on account of the high foreign demand. The methods of manufacture are very simple, and much of the liqueur

is spoilt through carelessness; an inferior product made of fruit twice used is often passed off as genuine. About 2,000 hectolitres are exported annually. One of the most noted makers is Luxardo, a native of Genoa.

Calcium Carbide.—An Italian company, the Società Italiana del Carburo di Calcio, utilized the water-power of the falls of the River Kerka at Scardona to supply a small factory with 7,000 horse-power, for the manufacture of calcium carbide. Later, the company established a second plant at Manilovaz, farther up the river, and obtained 24,000 horse-power, by means of which electric current was produced and conducted to Sebenico. Here the company constructed 32 electric furnaces, which could turn out 20,000 tons of carbide annually. Production was, however, limited in 1910 to 11,000 tons, apparently on account of the difficulty of disposing of the stock. At a meeting in April 1910, held by all the calcium carbide producers of Austria-Hungary, arrangements were made to facilitate the sale of the Dalmatian product. The same factory produced small amounts of calcium cyanide and of nitrogenous artificial manure. It showed a profit of £32,135 in 1910. The greater part of the shares are now in Austrian hands, and most of the employees (585 in all) are Austrian.

Cement.—Spalato is the centre of an important cement industry, carried on by four firms:

(i) The Società Anonima del Cemento Portland 'Spalato', of Salona, 5 km. from Spalato, produces 100,000 tons annually. The capital is chiefly Austrian, and the concern owes its origin to the Anglo-Austrian Bank.

(ii) The Società Anonima del Cemento Portland dell'Adriatico 'Adria Portland', capital chiefly Italian, has its head-quarters at Bergamo. It possesses the best marl deposits, for which it paid £41,660. Its

output is about 60,000 tons annually, and this was expected to increase in 1912 as a result of additions to its plant.

(iii) Gilardi & Bettiza, Spalato, have also a yard for cement manufactured goods. Their output is about 25,000 tons yearly.

(iv) 'Cement', with head-quarters at Spalato, has its factory at Almissa, and produces about 15,000 tons yearly.

The total production is thus about 200,000 tons per annum, and in 1911 an arrangement was made that all Austrian cement should be sold at an office in Vienna.

Large-scale exportation only took place from the 'Spalato' and 'Adria' works.

Insecticide Powder.—There are five mills: one at Zara, three at Sebenico, and one at Traù. Prices of pyrethrum vary, that of the powder is stationary; therefore, when the price of the flowers is high, the powder is adulterated.

The *minor industries* of Dalmatia are of very little importance. Modern textile industry does not exist. Weaving is a domestic craft, carried on only by peasant women on hand-looms. The women of Dalmatia are highly skilled in embroidery, lace-making, drawn-thread work, &c., and in the making of the national costume. In the south, silk is skilfully woven by hand, and Zara silks are compared with the finest of the Levant. Sebenico is the centre of the making of national costumes; Pago and Cattaro of lace-making; Traù is a great centre for the weaving of *rascia* (a coarse blue serge very generally worn), and the best drawn-thread work is done at Ragusa. Sebenico and Spalato are also weaving centres.

There are *tile-works* at Kupari, near Ragusa, at Teodo in the Bocche di Cattaro, and there is a small

export of tiles. There are also *slate-works* at Knin and Ragusa.

Tanneries exist at Spalato and Ombla, near Ragusa.

Soap is made at Spalato and Ragusa.

Chemical works exist at Zara and Spalato.

Pottery-making has greatly declined and now scarcely exists. There is a *glass* factory at Zara.

Metal-work, especially silver and silver filigree work, is a craft for which Dalmatians are noted. The chief centre is Ragusa, where the best work is done: but good work is also done at Traù and on the island of Bua. There is a bell foundry at Spalato, and the coppersmiths of Zara and Spalato are noted for good work.

Boat-building is a widespread industry in which Dalmatians excel; it is, however, declining. Fishing-nets are chiefly made at Spalato.

Mats and *baskets* of Narenta rushes are made on the Sabbioncello peninsula.

There are steam *flour-mills* at Zara, Milna, Gelsa, and Hum.

The making of *rosemary essence* is an industry of Lesina, Brusjo, Grablje, and Comisa.

Brandy is distilled from the fruit of the arbutus and carob-trees, and from prunes.

(6) Water-power

Hydro-electric installations.—A good supply of water-power could be obtained from the Kerka and Cetina rivers, and, to a less extent, from the Zrmanja, the Breno, and the Ombla.

The Kerka has, in 74 km., nine falls of 10–60 metres high, which would suffice to produce 40,000 horse-power. At Manilovac and Scardona the power is used for the Sebenico calcium carbide factory, and the Scardona falls are also used for lighting the town of Sebenico from an electric station and pumping-house.

The Società Italiana del Carburo di Calcio formed in 1906 a second company, the Società Anonima per la Utilizzazione delle Forze Idrauliche della Dalmazia (generally called 'Sufid', but also known as the Aktiengesellschaft zur Nutzbarmachung der Wasserkräfte Dalmatiens), for exploiting the water-power of the falls on the River Cetina at Duare (Central Dalmatia) and harnessing a horse-power of 60,000 to generate an electric current to be used on the sea-coast in a factory of double capacity of that at Sebenico. The power was to be applied to electro-chemical works. The original capital of 11,000,000 kronen was raised to 12,000,000, and 3,000,000 kronen worth of debentures were also issued with the aid of the Kredit-Anstalt, which provided capital in return for certain options and debentures. (According to the Italian Consular Report on Dalmatia for 1912, the total capital raised was 20,000,000 kronen; this statement, however, was probably an exaggeration.) The company's shares were placed on the Roman Bourse under the name of 'Kerka'.

Twenty-five kilometres up the Cetina river are the Gubavica Falls, the Great and the Small, with a total drop of 92 metres and a breadth of about 23 metres, while above and below are many smaller ones. It was intended to unite all these by means of a tunnel 8 km. long, which would give a fall of 224 metres and horse-power of 78,000, whilst a smaller installation lower down would give an additional 15,000 horse-power. Difficulties arose from the fact that these falls were already being utilized for mills and fulleries, like the insect-powder mills of the Kerka Falls, and the conservatism of the people led them to defend their antiquated arrangements, which interfere with the economical use of the power. Their suspicion of new projects was not altogether unjustified, since certain

speculators without much capital have worked out cheap and wasteful schemes. Such projects were regarded by the Government also with suspicion, since they tended when in difficulties to fall into foreign (i. e. Italian) hands. The Austrian Government would have favoured the formation of a central power company on the Norwegian model, which, it is claimed, would have economic advantages over independent installations. At present the calcium carbide company is the only one utilizing the water-power on a large scale.

Smaller waterfalls capable of utilization are those of the Zrmanja at Obrovazzo, north-west of Zara, those of the Breno, near Ragusa, and those on the Ombla, a grotto river 98 ft. deep at its mouth, a circumstance which would enable ships to approach the power station. The Breno falls decrease considerably in summer.

(C) COMMERCE

(1) Domestic

(*a*) *Principal Branches of Trade*

Fruit, nuts, and cheese are articles of inland trade. Melons go from Spalato to South Dalmatia, chestnuts and cherries from the Bocche di Cattaro to North Dalmatia, cheese from the islands to the mainland.

(*b*) *Towns, Markets, and Fairs*

All the larger towns of Dalmatia are sea-ports, and have been dealt with above. *Zara*, the political capital, and centre of administration, has a population of 15,000. *Spalato*, the largest town, is the third port in the Austrian Empire, and has a population of 32,000. *Sebenico* and *Ragusa* (with Gravosa) have 10,000. *Cattaro* has a small population (4,000), but does a large trade with Montenegro, chiefly the supplying of Austrian imports, and the export of Montenegrin

live stock; it has excellent communication with Tsetinye (Cetinje).

The five most important export market-towns are *Benkovac*, *Lukar*, *Sinj*, *Castelvecchio*, and *Duare*. *Budua*, *Risano*, *Salona*, *Vrgorac*, *Almissa*, and *Imotski* have weekly markets.

Annual fairs play an important part in the internal trade of the country, and are largely attended by peasants, who come from long distances to exchange their products. Towns and villages with annual fairs are: Ragusa, Bossoglina, Drniš (three days), Karin, Knin, Metković, Mirilović, Muć, Slano, Stagno, Scardona, Traù, Vrpolje, and Zara.

(c) *Organizations to promote Trade and Commerce*

Chief amongst such organizations are the societies which are formed by the vine-growers and olive-growers respectively. The best known of these is the Olive Association of Igrane, which before the war received a Government grant of £625 for planting and £146 for administration purposes; those of Zmajan and Kale (on Ugljan) also received similar sums. There are now at least fourteen such associations of olive-growers.

The Government established a model farm in 1908 in the commune of Breno near Ragusa. Experiments were successfully made with the American vine; the cultivation of fruit-trees was improved, and a number of young wild olives were transplanted and grafted, and began to bear fruit after only two years.

(d) *Foreign Interests and Methods of Economic Penetration*

Italy is the only foreign country with interests of any extent in Dalmatia. What share Great Britain and Germany had in the trade of the province is dealt with under the head of Imports (see p. 77). Italian

industrial penetration is, for geographical and historical reasons, very considerable. Although the Italians represent a very small part of the population (some 3 per cent.), they are more or less dominant in the towns, and everywhere form the most energetic and industrious section of the community. The Italian steamship lines, especially the 'Puglia', are serious rivals to the Austrian Lloyd. The fisheries are to a great extent in the hands of Italian fishermen (see p. 63). Many of the largest industries are in Italian hands, such as the great calcium carbide works near Sebenico (see p. 68); and much of the important cement industry at Spalato is carried on with the aid of Italian capital (see p. 68). For the large Italian share in the exports and imports of Dalmatia, see below.

(2) Foreign

(*a*) *Exports*

It is not possible to give details of the exports, since the available statistics do not distinguish Dalmatia from the other provinces of the Dual Monarchy. The figures given below concern only the traffic by sea and the transit trade through Bosnia and Herzegovina. Nor is it possible to give in detail any particulars of the countries of destination. By far the greater part of the exports go to the Dual Monarchy. The only other country which takes any appreciable quantity is Italy, whose trade with Dalmatia is a large and increasing one. It will be observed, however, that the greater proportion of the Dalmatian export trade with Italy consists of timber in transit from Bosnia. Of Dalmatian products proper Italy takes the greater part of the cement, calcium carbide, marl, asphalt, and horses. A certain amount of the wine goes to France, but the only Dalmatian product which has any general sale is maraschino.

Maraschino.—From 1,880 to 2,000 hectolitres were exported yearly from Zara. Germany, France, and America were the chief consumers; very little went to Italy.

Wines are the most valuable export, but no estimate can be given. The stronger sorts went from Sebenico, Spalato, Solta, and Brazza to Hungary and Germany. Lissa and Curzola wines were sent chiefly to Austria. Half a million hectolitres were usually available for export, and a fluctuating proportion went to France to be sold as Bordeaux wines.

The *coal* exported went to Italy on Italian sailing-vessels; it commanded only a low price, and was used for factories and steamers only.

Marl.—The amount of the export doubled in 1911, reaching 400,000 metric tons, of which half went to Italy. Seven Italian firms were shippers of marl at Spalato.

Figs were exported chiefly from Lesina. In quality they are ranked with Smyrna figs. Figs, almonds, and a few early grapes were the only exported fruits.

Rosemary essence went to Trieste and Germany. Its value was probably about £4,160 a year.

(i) *Principal Exports by Sea from Dalmatia in* 1910.—The figures of quantities only are available.

	Metric tons.	
Calcium carbide	15,056	(part of previous year's stock)
Cement	87,054	
Cement stone	122,396	
Coal	29,394	
Essence of rosemary	20	
Figs, dried and fresh	234	
Fish (fresh)	453	
Fish, salt, smoked, and dried	1,729	
Insecticide powder	957	
Marl	200,000	(about)
Olive oil	1,779	(a low figure)
Spirit and liqueurs	590	(230 maraschino)
Tiles	6,338	
Tobacco (raw)	1,200	(about)
Wine	64,387	(increase of 2,000 on previous year)
	Head.	
Horses	1,046	
Sheep and goats	44,924	

Exports in transit from Bosnia and Herzegovina were:

	Metric tons.	
Cellulose	10,291	
Coal	?	
Iron goods	2,401	
Iron ore	7,824	
Timber	192,566	
Tobacco (raw)	1,200	(about)

(ii) *Exports to Italy in* 1910.—Exact statistics are obtainable for the value of the Dalmatian exports of native products to Italy in the year 1910. Italy does not import any considerable quantity of spirits, liqueurs, or wines, which are the most valuable of such exports.

	£
Horses	37,115
Coal	23,546
Minerals and mineral earths	22,888
Shell-fish	4,710
Bran, chaff, &c.	3,496
Hides (raw)	2,877
Spirits	2,836
Cement and cement goods	2,546
Fuel	2,343
Fish	2,000
Live animals	1,505
Oil-seeds	1,066
Various	3,377
	£110,305

The total value of all exports from Dalmatian ports to Italy was £618,453, of which £472,708 was for Bosnian timber and £35,437 for other Bosnian goods. This division, however, cannot be made with absolute certainty, since small quantities of the goods attributed respectively to Bosnia and Dalmatia possibly come from the other country. The horse export is nearly all Dalmatian: Italian dealers buy up Dalmatian horses at low prices and send them, chiefly by the Puglia Line, to Italy, where they soon improve in value.

(*b*) *Imports*

Such figures as are available are given in Appendix IV. The greater part of the imports consisted of grain, flour, and other food-stuffs, coal and coke, mineral oil, sulphur, sugar and coffee.

It is impossible to give complete information on Dalmatian trade with foreign countries, because most foreign imports were cleared at the custom-houses of Trieste, Fiume, or Vienna. So far as British trade was concerned, the only considerable item was coal and coke, most of which went to the Bosnian iron-works or to the local cement factories. In 1911, 6,316 tons were imported for this purpose. Collodion, chloroform, and other drugs, perfumery, a moderate amount of groceries and sewing cotton, 1,010 metric tons of fire-bricks, and 12 metric tons of copper sulphate made up the sum of British imports into Dalmatia in 1911. Italy provided by far the largest share of the imports. Thus in 1910, out of a total of 1,672 tons imported at Ragusa, Italy sent 960. She furnished fruit and vegetables, macaroni, and similar products, men's hats, and household earthenware, together with Sicilian salt. Grain and live stock came chiefly from Bosnia. Germany sent toys, cheap jewellery, photographic requisites, drugs and perfumery.

'It can hardly be said', stated the British Consul in 1911, 'that there is a promising trade opening for British trade in this district. Towns are small and living is dear, while the wants of the peasants are extremely simple.' Representatives of Vienna and Trieste firms are very active, especially in the clothing trade. Much business is done through catalogues, printed in the different local languages, with the prices in kronen, and the weights and measures in decimal figures. It is hardly necessary to say that elementary

precautions of this kind are neglected by most British firms. French firms, who have circulated catalogues printed in German, are reported to have obtained orders.

(D) FINANCE

(1) *Public Finance*

The following figures show the chief heads of expenditure in the year 1910:

	1910. *Kronen.*	
Representation and Civil Government	167,363	
Pensions	241,391	
Public safety	118,792	
Military service	29,066	
Sanitary services	982,233	
Education	2,039,374	
Agriculture	156,570	
Trade, industry, and mining	12,000	
Communications and public buildings	324,781	
Debt service	115,797	
Miscellaneous	11,467	
Capital and cash account	766,040	
	4,964,874	(£206,869)

The chief heads of revenue in 1910 were as follows:

	Kronen.	
Surtax on Imperial taxes	1,697,844	
Provincial taxes	145,143	
Allotted from Imperial taxes	299,965	
Fines	70,738	
Contributions from State and Church Funds	417,749	
Contributions from various services, management dues, &c.	1,004,028	
Income from property and industrial enterprise	173,700	
Miscellaneous	1,255	
Capital and cash account	1,154,452	
	4,964,874	(£206,869)

(2) *Currency*

In Dalmatia the currency is that of the Austro-Hungarian Empire.

(3) *Banking*

Most of the banking business in Dalmatia is in the hands of the large Austrian and Hungarian houses,

which have absorbed many of the local banks. The largest business is done by the Adriatische Bank (head-quarters at Trieste), which has branches at Zara, Spalato, Sebenico, Metković, Cattaro, and Ragusa. At the last-named place it has recently absorbed the local branch of the Croatische Bank. The Oesterreich-isch-Ungarische Bank (head-quarters at Vienna) has branches at Zara and Spalato. At Zara there are also the Banca Popolare di Zara and the Jadranska Banca (Italian and Slovene establishments respectively), and the bank of the Fratelli Mandel; at Sebenico the Croatische Bank; at Spalato the Banca Commerciale Triestina, the Prima Banca Popolare Dalmata, and the Ungarische Bank und Handels A/G (head-quarters at Budapest); at Cattaro the Cassa di Risparmio Serba Bocchese; at Ragusa the Banca Commerciale Ragusa. According to the Italian Consular Reports the last-named bank, with a capital of only £16,600, did business in 1911 to the extent of £3,083,000, and paid a dividend of 7 per cent.

There is also an agricultural bank, the Boden-Kredit-Anstalt des Landes Dalmatiens, founded in 1898, and controlled by the provincial government. It had in 1911 outstanding mortgages to the amount of £623,975 and a reserve fund of £8,880. For the village banks worked on the Raiffeisen system, see p. 62.

(E) GENERAL REMARKS

It is the misfortune of Dalmatia to have a golden economic past which can never be restored, but which her inhabitants can never forget. In the Middle Ages she shared with Venice the transit trade between East and West. But, when in the sixteenth century England, France, and Holland began to send their ships

direct to the Mediterranean, Dalmatia's commercial position was fatally undermined. This decline was further emphasized in the nineteenth century by the completion of the main railway lines, Belgrade–Constantinople and Belgrade–Salonika, which took most of the Balkan trade still possessed by Dalmatia, and left her a coast without a hinterland. Dalmatia has never been a fertile country ; the area suitable for the growing of cereals is very small ; the want of water in the Karst region prevents it from producing live stock on any large scale ; and its wealth in minerals has been exaggerated. Moreover, the divergence in agricultural interests between the corn-growing and cattle-raising interior, on the one hand, and the vineyard and olive interests of the coast and islands on the other, is accentuated by racial differences between the two. It is to history, geography, and ethnology rather than to the misdeeds of the Austrian Government that the economic decadence of Dalmatia is due. Again, the real sources of its wealth, the olive groves and vineyards, have suffered from disease to an extent which, with the high cost of living, has led to emigration on a dangerously large scale.

It cannot be asserted that the remedial measures undertaken by the Austrian Government have been speedy or altogether effectual. Mr. W. Miller, writing in 1898, says that in twenty years more had been done in Bosnia than in eighty-four years in Dalmatia. But in Bosnia the Government had a comparatively free hand ; in Dalmatia it had not, and the political quarrels of the Italians and Slavs have had much to do with the neglect. But no impartial observer denies that in the last few years the Government has done its best. 'For some years', wrote the British Consul at Ragusa in 1911, 'the Government has been making serious attempts to promote the

economic and material well-being of the province. The steamship service has been improved, roads built, afforestation effected, the agricultural methods of the peasants improved, the water-supply and sanitation attended to.' In the same year the Italian Consul at Zara laid further stress on these efforts, especially on the effort to supply agricultural machinery and fertilizers at a low rate, and to break down the prejudices of the peasants, whom he describes as 'intelligent, but very obstinate and conservative and fanatically attached to old traditions'.

The possibilities of future development are limited. Communications must always be chiefly by sea, and the province can never lay claim to more than a share in the local traffic of the Adriatic. So with the railway problem. It is impossible to believe that Dalmatia can ever receive a large share of the Balkan transit trade between east and west. Such trade will always tend to follow the Danube route or the main lines of railway to Constantinople and Salonika. But Dalmatia might well serve as an additional outlet for the trade of Serbia, and even of Rumania and southern Russia, if the railway problem were solved on the lines indicated above (p. 41), i. e. by normalizing the existing Bosnian lines, joining them up with the Serbian, and further improving the port accommodation. In this connexion it may be observed that neither Zara nor Cattaro, by reason of unfavourable geographical situation, nor Metković, because of its shallow water, can ever hope to be a port of the first class. And, although Spalato has the greatest population, it too is, so far as its hinterland is concerned, badly situated. It is doubtful if its prosperity will be much increased even when the railway connexion with the Bosnian system at Bugojno is completed. Everything points to Gravosa as the port of real importance, unless a new one could

be formed at the mouth of the Narenta in Klek Bay (see p. 33, note).

So far as the agricultural prospects of the province are concerned, it may be asserted that the corn supply can never be appreciably greater, though the drainage of the Narenta and Cetina marshes would enable corn to be grown which would go far to satisfy local needs. Reservoirs, cisterns, &c., are wanted on the Karst if the supply of live stock is to be increased. But it is on its olive groves and vineyards that Dalmatian prosperity really depends. With better methods of cultivation and manufacture the wine and olive oil of Dalmatia could rival those of France. The fruit trade also is capable of great extension, especially that in raisins, carobs, and figs. The trade in table fruit, in cut flowers, scents, and in essential oils, also needs development.

Coal of an inferior quality is the chief mineral product, and several minor products, such as salt, asphalt, and cement, are a source of profit; but, as already indicated, the mineral prospects of Dalmatia have been much exaggerated.

APPENDIX

I.—Principal Dalmatian Place-names, showing Italian and Slav Equivalents

(In some Italian names accents have here been added to indicate the stress.)

Italian.	*Croatian.*	*Croatian.*	*Italian.*
Abbadessa	Gomilica	Biograd	Zaravecchia
Almissa	Omiš	Biševo	Busi
Arbe	Rab	Blato	Blatta
Blatta	Blato	Boka Kotorska	Bocche di Cattaro
Bocche di Cattaro	Boka Kotorska	Brač	Brazza
Brazza	Brač	Dubrovnik	Ragusa
Busi	Biševo	Dugi	Grossa (Lunga)
Cambio	Kambelovac	Erceg Novi	Castelnuovo
Cannosa	Trsteno	Gomilica	Abbadessa
Castelnuovo	Erceg (Herceg) Novi	Gruž	Gravosa
		Herceg Novi	Castelnuovo
Cattaro	Kotor	Hvar	Lésina
Cazza	Sušac	Ist	Melada (?)
Cittavecchia	Starigrad	Kambelovac	Cambio
Clissa	Klis	Klis	Clissa
Cúrzola	Korčula	Korčula	Cúrzola
Giuppana	Sipan	Korunat	Incoronata
Gravosa	Gruž	Kotor	Cattaro
Grossa (Isola)	Dugi	Lastovo	Lagosta
Incoronata	Korunat	Lopud	Mezzo
Lagosta	Lastovo	Luksić	Vitturi
Lésina	Hvar	Mljet	Méleda
Lissa	Vis	Nin	Nona
Lunga (Isola)	Dugi	Olib	Ulbo
Malfi	Zaton	Omiš	Almissa
Melada	Ist (?)	Orošac	Valdinoce
Méleda	Mljet	Pag	Pago
Mezzo	Lopud	Palagruža	Pelagosa
Nona	Nin	Pelješac	Sabbioncello
Ombla	Rijeka	Rab	Arbe
Pago	Pag	Rijeka	Ombla
Pelagosa	Palagruža	Šibenik	Sebeníco
Ragusa	Dubrovnik	Silba	Selve
Sabbioncello	Pelješac	Sipan	Giuppana
Salona	Solin	Skradin	Scardona
Sant' Andrea	Svetac	Solin	Salona
Scardona	Skradin	Spljet, Split	Spalato

Italian.	*Croatian.*	*Croatian.*	*Italian.*
Sebeníco	Šibenik	Starigrad	Cittavecchia
Selve	Silba	Ston	Stagno
Spalato	Spljet, Split	Sušac	Cazza
Stagno	Ston	Svetac	Sant' Andrea
Traù	Trogir	Trogir	Traù
Ugliano	Ugljan	Trsteno	Cannosa
Ulbo	Olib	Ugljan	Ugliano
Valdinoce	Orošac	Vis	Lissa
Vitturi	Luksić	Zadar	Zara
Zara	Zadar	Zaton	Malfi
Zaravecchia	Biograd	Zirje	Zuri
Zuri	Zirje		

II.—Distribution of Races in Dalmatia, according to the Austrian Census of 1910

	Germans.	Czecho-Slovaks.	Poles.	Ruthenes.	Slovenes.	Serbo-Croatians.	Italians.	Rumanians.	Magyars.	Total.
Pol. Bez. Benkovac .	2	3		6	14	43,945	84			44,054
Ger. Bez. Benkovac .		1		6	11	17,192	52			17,262
,, ,, Kistanje .						10,635	13			10,648
,, ,, Obbravazzo .	2	2			3	16,118	19			16,144
Pol. Bez. Cattaro . .	1,206	717	192	784	98	32,475	538	3	1	36,014
Ger. Bez. Budua . .	35	4	109	360	9	6,182	8			6,707
,, ,, Castelnuovo .	332	136	10	8	42	8,601	153			9,282
,, ,, Cattaro . .	527	341	61	333	41	12,772	348	3	1	14,427
,, ,, Perasto . .	312	236	12	83	6	4,920	29			5,598
Pol. Bez. Curzola . .	3	3			1	29,244	444			29,695
Ger. Bez. Blatta . .	3					13,147	6			13,156
,, ,, Curzola . .		3				8,039	430			8,472
,, ,, Sabbioncello .					1	8,058	8			8,067
Pol. & Ger. Bez. Imotski .	7	6	1		8	42,018	46			42,086
Pol. Bez. Krin . .	40	17			40	54,653	186			54,936
Ger. Bez. Drniš . .	10				21	24,310	90			24,434
,, ,, Krin . .	30	14			19	30,343	96			30,502

Pol. Bez. Lesina . .	11	12			14	26,279	586			26,902
Ger. Bez. Cittavecchia .	2	4			9	13,034	254			13,303
„ „ Lesina . .	5	6			1	3,306	240			3,558
„ „ Lissa . .	4	2			4	9,939	92			10,041
Pol. Bez. Macarsca .	10	13			6	27,503	117			27,649
Ger. Bez. Macarsca .	10	13			2	16,145	117			16,287
„ „ Vrgorac .					4	11,358				11,362
Pol. & Ger. Bez. Metković	9	14		1	6	15,413	32			15,475
Pol. Bez. Ragusa . .	570	153	42	11	76	37,252	526	1	1	38,632
Ger. Bez. Ragusa . .	559	142	39	11	74	18,153	501	1	1	19,481
„ „ Ragusavecchia	4				1	9,706	16			9,727
„ „ Stagno . .	7	11	3		1	9,393	9			9,424
Pol. Bez. San Pietro (Ger. Bez. Brazza) . .	10	9			17	22,564	265			22,865
Pol. Bez. Sebenico . .	521	141	24		92	55,912	968			57,658
Ger. Bez. Scardona .		1			7	11,525	66			11,599
„ „ Sebenico .	521	140	24		82	36,095	873			37,735
„ „ Stretto . .					3	8,292	29			8,324
Pol. Bez. Sinj . .	102	59	17	2	26	56,704	111			57,021
Ger. Bez. Sinj . .	101	59	17	2	25	43,008	106			43,318
„ „ Vrlika . .	1				1	13,696	5			13,703

II.—Distribution of Races in Dalmatia, according to Austrian Census of 1910 (*continued*)

	Germans.	*Czecho-Slovaks.*	*Poles.*	*Ruthenes.*	*Slovenes.*	*Serbo-Croatians.*	*Italians.*	*Rumanians.*	*Magyars.*	*Total.*
Pol. Bez. Spalato . .	102	125	13	1	42	95,869	2,357			98,50
Ger. Bez. Almissa . .		5				16,571	28			16,604
,, ,, Spalato . .	95	115	12	1	37	50,514	2,090			52,864
,, ,, Traù . .	7	5	1		5	28,784	239			29,041
Pol. Bez. Zara . .	488	140	12	6	102	70,838	11,768	3	2	83,359
Ger. Bez. Arbe . .	10	10			13	4,899	151			5,083
,, ,, Pago . .	1					7,426	23			7,450
,, ,, Zara . .	477	127	7	6	88	49,915	11,574	3	2	62,199
,, ,, Zaravecchia .		3	5		1	8,598	20			8,627
Total . .	3,081	1,412	301	811	542	610,669	18,028	7	4	634,855

III.—Returns of Shipping of all Nationalities which entered and cleared in the Foreign and Home Trade of Dalmatian Ports during the Year 1912 [1]

(a) GRAVOSA

(i) Steam Vessels

Entered

Nationality.	*With Cargo.*		*In Ballast.*		*Total.*	
	Vessels.	*Tonnage.*	*Vessels.*	*Tonnage.*	*Vessels.*	*Tonnage.*
Austro-Hungarian	820	397,400	860	397,498	1,680	794,898
Italian . .	140	73,691	30	25,789	170	99,480
Greek . . .	3	1,686	1	563	4	2,249

Cleared

Nationality.	*With Cargo.*		*In Ballast.*		*Total.*	
	Vessels.	*Tonnage.*	*Vessels.*	*Tonnage.*	*Vessels.*	*Tonnage.*
Austro-Hungarian	819	395,976	860	397,496	1,679	793,472
Italian . .	136	70,756	36	30,215	172	100,971
Greek . . .	4	2,249	—	—	4	2,249

(ii) Sailing Vessels

Entered

Nationality.	*With Cargo.*		*In Ballast.*		*Total.*	
	Vessels.	*Tonnage.*	*Vessels.*	*Tonnage.*	*Vessels.*	*Tonnage.*
Austro-Hungarian	60	989	19	920	79	1,909
Italian . .	75	7,710	76	7,748	151	15,458
Greek . . .	12	1,668	2	287	14	1,955
Turkish . .	35	1,505	—	—	35	1,505
Montenegrin .	3	93	—	—	3	93

Cleared

Nationality.	*With Cargo.*		*In Ballast.*		*Total.*	
	Vessels.	*Tonnage.*	*Vessels.*	*Tonnage.*	*Vessels.*	*Tonnage.*
Austro-Hungarian	57	1,036	23	813	80	1,849
Italian . .	69	9,436	83	6,286	152	15,722
Greek . . .	14	1,955	—	—	14	1,955
Turkish . .	16	1,180	16	151	32	1,331
Montenegrin .	3	93	—	—	3	93

(b) RAGUSA

(i) Steam Vessels

Entered and cleared (with Cargo)

	Vessels.	*Tonnage.*
Austro-Hungarian	1,073	189,126

(ii) Sailing Vessels

Entered and cleared (with Cargo)

	Vessels.	*Tonnage.*
Austro-Hungarian	35	1,015
Italian	30	1,311
Turkish	27	731
Montenegrin	23	215
Greek	5	138

[1] Including the various mail and coasting passenger vessels.

(c) LISSA

(i) Steam Vessels

Entered (with Cargo)

	Vessels.	*Tonnage.*
Austro-Hungarian	1,098	280,765
Italian	3	759

Cleared (with Cargo)

	Vessels.	*Tonnage.*
Austro-Hungarian	1,088	249,591
Italian	3	1,177

(ii) Sailing Vessels

Entered (with Cargo)

	Vessels.	*Tonnage.*
Austro-Hungarian	54	1,555
Italian	33	1,610
Turkish	4	89

Cleared (with Cargo)

	Vessels.	*Tonnage.*
Austro-Hungarian	55	1,599
Italian	45	1,630
Turkish	4	89

(d) SPALATO

(i) Steam Vessels

Entered

Nationality.	*With Cargo.*		*In Ballast.*		*Total.*	
	Vessels.	*Tonnage.*	*Vessels.*	*Tonnage.*	*Vessels.*	*Tonnage.*
British	1	1,747	—	—	1	1,747
Austro-Hungarian	2,563	700,650	2,562	742,650	5,125	1,443,300
Italian	314	144,744	—	—	314	144,744
German	1	1,515	—	—	1	1,515
Danish	1	1,223	—	—	1	1,223
Greek	1	679	—	—	1	679

Cleared

Nationality.	*With Cargo.*		*In Ballast.*		*Total.*	
	Vessels.	*Tonnage.*	*Vessels.*	*Tonnage.*	*Vessels.*	*Tonnage.*
British	—	—	1	1,747	1	1,747
Austro-Hungarian	2,350	675,000	2,769	766,462	5,119	1,441,462
Italian	312	144,217	—	—	312	144,217
German	—	—	1	1,515	1	1,515
Danish	—	—	1	1,223	1	1,223
Greek	—	—	1	679	1	679

(ii) Sailing Vessels

Entered

Nationality.	*With Cargo.*		*In Ballast.*		*Total.*	
	Vessels.	*Tonnage.*	*Vessels.*	*Tonnage.*	*Vessels.*	*Tonnage.*
Austro-Hungarian	210	9,618	216	9,618	426	19,236
Italian	464	22,019	—	—	464	22,019
Turkish	38	1,705	—	—	38	1,705
Greek	2	283	3	1,121	5	1,404
Montenegrin	—	—	2	26	2	26

Cleared

Nationality.	*With Cargo.*		*In Ballast.*		*Total.*	
	Vessels.	*Tonnage.*	*Vessels.*	*Tonnage.*	*Vessels.*	*Tonnage.*
Austro-Hungarian	200	9,500	219	9,520	419	19,020
Italian . . .	453	21,694	—	—	453	21,694
Turkish . .	35	1,315	—	—	35	1,315
Greek . . .	4	1,398	1	6	5	1,404
Montenegrin .	2	26	—	—	2	26

(*e*) ZARA

(i) Steam Vessels

Entered and cleared

Nationality.	*With Cargo.*		*In Ballast.*		*Total.*	
	Vessels.	*Tonnage.*	*Vessels.*	*Tonnage.*	*Vessels.*	*Tonnage.*
Austro-Hungarian	1,447	364,209	2,894	728,420	4,341	1,092,629
Italian . .	213	87,911	—	—	213	87,911

(ii) Sailing Vessels

Entered

Nationality.	*With Cargo.*		*In Ballast.*		*Total.*	
	Vessels.	*Tonnage.*	*Vessels.*	*Tonnage.*	*Vessels.*	*Tonnage.*
Austro-Hungarian	4	363	234	6,380	238	6,743
Greek . . .	1	356	2	324	3	680

Cleared

Nationality.	*With Cargo.*		*In Ballast.*		*Total.*	
	Vessels.	*Tonnage.*	*Vessels.*	*Tonnage.*	*Vessels.*	*Tonnage.*
Austro-Hungarian	56	1,680	182	5,063	238	6,743
Greek . . .	3	680	—	—	3	680

(*f*) SEBENICO

(i) Steam Vessels

Entered

Nationality.	*With Cargo.*		*In Ballast.*		*Total.*	
	Vessels.	*Tonnage.*	*Vessels.*	*Tonnage.*	*Vessels.*	*Tonnage.*
British . . .	2	3,464	—	—	2	3,464
Austro-Hungarian	1,230	326,104	1,894	346,105	3,124	672,209
Italian . .	162	54,959	—	—	162	54,959
German . .	3	2,686	1	871	4	3,557

Cleared

Nationality.	*With Cargo.*		*In Ballast.*		*Total.*	
	Vessels.	*Tonnage.*	*Vessels.*	*Tonnage.*	*Vessels.*	*Tonnage.*
British . . .	2	3,464	—	—	2	3,464
Austro-Hungarian	1,452	337,422	1,672	334,787	3,124	672,209
Italian . .	112	34,723	50	20,236	162	54,959
German . .	3	2,661	1	896	4	3,557

(ii) Sailing Vessels

Entered

Nationality.	*With Cargo.*		*In Ballast.*		*Total.*	
	Vessels.	*Tonnage.*	*Vessels.*	*Tonnage.*	*Vessels.*	*Tonnage.*
Austro-Hungarian	70	2,879	70	2,880	140	5,759
Italian . .	127	5,478	240	14,958	367	20,436
Greek . . .	2	177	1	383	3	560
Montenegrin .	1	20	—	—	1	20

Cleared

Nationality.	*With Cargo.*		*In Ballast.*		*Total.*	
	Vessels.	*Tonnage.*	*Vessels.*	*Tonnage.*	*Vessels.*	*Tonnage.*
Austro-Hungarian	78	3,539	62	2,220	140	5,759
Italian . .	240	14,958	127	5,478	367	20,436
Greek . . .	2	473	1	87	3	560
Montenegrin .	1	20	—	—	1	20

IV.—Principal Imports by Sea into Dalmatia during 1910

	Metric tons.	*Remarks.*
Beer. . . .	4,913	From Fiume and Trieste
Boots and leather . .	616	
Bran and chaff . .	5,861	From Italy
Citrons and lemons .	1,984	From Italy
Coal, coke, and lignite .	59,995	Part from United Kingdom
Cod (salt) . . .	833	
Coffee	2,160	From Trieste
Cotton tissues . .	493	
Glass	1,204	
Grain and flour . .	82,510	Part for Montenegro
Groceries and preserves .	1,882	
Hay	1,958	
Iron and steel in bars .	2,290	
Iron tubes and cylinders	226	
Iron and steel goods .	3,534	
Live stock . . .	3,689	(head)
Machinery . . .	690	
Margarine . . .	200	
Matches . . .	568	
Mineral oil . . .	3,777	Mostly from Trieste
Paper	2,069	
Potatoes . . .	2,824	From Italy
Sacks (used) . .	543	
Soap	1,840	
Soda	419	
Sugar (refined) . .	4,558	
Sulphur . . .	3,282	From Italy
Tin plates, zinc sheets .	1,004	
Tissues (not specified) .	2,082	
Vitriol (blue), &c.. .	570	
Woollen tissues . .	118	

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MAPS

Dalmatia is covered by four sheets (L. 33 Triest, L. 34 Buda-Pest, R. 33 Roma, K. 34 Sofiya ; G.S.G.S. 2758) of the 'International' Map published by the War Office on the scale of 1 : 1,000,000. A special map, issued by the War Office (G.S.G.S. 2879), gives the S. Dalmatian coast and the islands of the Curzolarian Archipelago.

For Ethnography, see note on maps in *Austria, &c.* (No. 1 in this series), p. 28.

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