Dalmatia

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cathedral, placed near the junction of the Main with the Rhine. Owing to the fact that the latter river here makes a great bend to the south-west, skirting the base of the Taunus range before finding an exit between the Taunus and the Hunsrück, the bridge-head round the town approaches very near to that round Coblenz. The region is one noted for its fine scenery and its health-resorts, of which Rudesheim and Wiesbaden are included within the occupied zone, while the limits of this approach very near to Homburg, one of the most frequented spas in Germany. Mainz has railway connections through the Palatinate with both Lorraine and Alsace, but its most important through route is that which passes by the Main river to Frankfurt, and there branches to Berlin on the one hand and Vienna on the other. From Frankfurt also there are a number of other railway lines to different parts of Germany. The town of Frankfurt lies just on the margin of the zone of occupation.

The next great right-bank Rhine town—Mannheim—is apparently not to be occupied, but its companion town, Ludwigshafen, which stands on the left bank, is, of course, included in the occupied zone. The fact is of some importance, for both towns were noted before the war for their chemical factories, and it is apparently in these that much of the poisonous gas employed by the Germans has been made.

DALMATIA.

By C. S. DU RICHE PRELLER, M.A., Ph.D., M.I.E.E., F.G.S., F.R.G.S.,
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(*With Sketch-Map and Illustrations.*)

AMONG the abundant literature under the general head of Unredeemed Italy there are two outstanding recent publications on Dalmatia which derive special interest from the fact that the authors, both patriotic Italians, view the thorny problem of that comparatively small, but politically and strategically important country from diametrically opposite standpoints.¹

The first of these works, by Professor Dainelli of Pisa, forms part of a series initiated by the well-known and enterprising Geographical Institute De Agostini of Novara. The series comprises the Trentino and the Carso,² edited by the late Cesare Battisti, to which has now been added Professor Dainelli's *Dalmatia*, with photographic views and an exquisitely coloured atlas cartographically illustrating his carefully compiled geographical, economic, and historical data. The other work, by Signor Prezzolini of Florence, is a searching and closely reasoned analysis of

¹ *La Dalmazia*, with atlas (sixty coloured maps), by Professor Giotto Dainelli. Istituto Geografico De Agostini: Novara, 1918.

La Dalmazia, by Giuseppe Prezzolini: Florence, 1915; also French translation, *La Dalmatie*, by Dr. Liubo Radić. Librairie Félix Alcan: Paris, 1917.

² This work is still in the press.

the various factors bearing upon the Dalmatian problem. Distinguished alike by precision of style and not only erudite but practical treatment of the subject from the author's point of view, the book found a ready and effective translator into French in Dr. Radić who, himself a Slav citizen of one of the Dalmatian islands, warmly endorses—with certain reservations—Signor Prezzolini's conclusions. Before dealing with the conflicting political views of the two Italian authors, it will be useful to briefly outline the historical, physiographic, and economic features of Dalmatia, which, from its complex character and its strategic position in the Adriatic, is eminently a country *sui generis*, and has in the course of many centuries passed through extraordinary vicissitudes.

I.—HISTORICAL SKETCH.

The earliest historically known inhabitants of Dalmatia were Illyrians of Aryan origin, who, as Dalmatians—from *Delminium*, their stronghold—settled on the coast between the rivers Cherca and Narenta,¹ while Phœnician and Greek traders and pirates occupied some of the islands, and became the founders of the still enduring fame of Dalmatian mariners. Early in the third century B.C. a Gallic invasion led to a powerful Celto-Illyric condominium, whose piratical incursions on the Italo-Adriatic coast became a menace to Rome. Hence the succession of wars which the Romans, from 229 B.C. onwards, waged against the Illyrians, who were finally subjugated in 78 B.C., Dalmatia being, under Augustus, formed into the Roman Province of *Illyricum superius*. In the reign of the Emperor Diocletian (284-305), himself a Dalmatian by birth,² the country still belonged to Rome, but after the final downfall of the Western Empire in 480 it became part of Odoacer's, early in the sixth century of the Ostrogoth, and in 553 of the Byzantine Empire under the jurisdiction of Ravenna.

In the seventh century, after several Tartar incursions, Dalmatia was invaded by Croats in the north and by Serbs in the south, in which latter part Byzantium maintained a nominal dominion up to the tenth century, while Venice occupied the islands; but in 1052 the whole of Dalmatia became an independent Croatian kingdom under Cresimir Peter. However, already in 1100 the greater part of Dalmatia fell under Hungarian dominion, while the rest accepted the protection of Venice. For the next four hundred years Hungary and Venice contended with each other for the possession of the coveted country, which was, however, lost to both in 1669, when it fell a prey to the Ottoman

¹ Remnants of the language of the Illyrians still survive in their descendants, the present Albanians.

² Diocletian, the son of Dalmatian slaves, was born in Dioclea in 239 A.D., became Emperor in 284, abdicated in 305, and retired to his native country, where, on the site of the present Spàlato, near the then important city of Salona, he built a sumptuous palace, and died in 313. His mausoleum at Spàlato is still one of the monuments of that city. Of Diocletian in his retirement, and of his palace, Gibbon gives interesting particulars in his *Decline and Fall of the Roman Empire*, vol. i. pp. 502 *et seq.* The Roman remains of Salona are extensive and of great interest.

invasion, only the small Republic of Ragusa, founded in 1492, remaining independent. Upon the collapse and final retreat of the Turks in 1718, Venice occupied the whole of Dalmatia and retained possession for about eighty years, when, by the Peace of Campo Formio, it, together with Ragusa, Istria, and Venetia, passed to the Austrian Empire. In

Spalato: the Campanile of the Cathedral and the Mausoleum of Diocletian.
(From *La Dalmazia*, by S. Dainelli.)

1805, by the Peace of Pressburg, Dalmatia was allotted to Napoleon I., who, in 1810, incorporated it in his "Illyrian Provinces" on the lines of the Roman precedent. After Napoleon's downfall in 1814, the Congress of Vienna allotted Dalmatia again to Austria: it was then raised to a kingdom as an integral part of that Empire, and has continued as such for a hundred years down to the present day.

It is a remarkable phenomenon that during all these political changes Italian civilisation, founded by Rome and continued by Venice,

always reasserted itself and held its own in Dalmatia, both on the littoral and in the islands.¹

II.—PHYSIOGRAPHIC FEATURES.

The strip of Adriatic coast occupied by Dalmatia from the island of Arbe in the north to Spizza in the Bay of Antivari in the south, measures in a straight line north-west to south-east 240 miles in length, and from 5 to 15 and 30 miles in width (mean 21 miles), covering a superficial area of 4937 square miles. Of this area the mainland represents 80, the string of islands 20 per cent. The double and treble fringe of islands along the northern coast from Arbe to Zara and Sebenico, and the cluster of eight larger islands on the southern coast from Spalato to Ragusa, number over a thousand, including the *scogli* or rocky islets. This fringe increases the outer length of coast-line from 240 to 300 miles, and both the islands and the innumerable inlets of the littoral add enormously to the aggregate length of actual seaboard.

The fringe of islands and the littoral constitute a succession of partially submerged, *i.e.* subsided, parallel ridges up to 600 m. above sea-level, which are followed by more or less steep terraces of 1200 to 1500 m. altitude up to the crest of the Bebiè and Dinaric Alps. The highest points of these, Mte. Santo (1753 m.) in the north, Mte. Tröglav or Trecapi (1913 m.) in the centre, and Mte. Lovcen or Leone (1759 m.) in the south, lie outside Dalmatian, *i.e.* on Croatian, Bosnian, and Montenegrin territory, while Mte. Orien (1895 m.), rising immediately north of the Bocche di Cattaro, lies within the Dalmatian frontier. The curved crest-line approaches close to the sea at the northern and southern extremities, while in the centre it lies about forty miles inland. It forms the western edge of the great plateau of Bosnia and Herzegovina, which rises to about 7000 feet in altitude and then slopes down towards the Save Valley on the east.²

Geologically the Bebiè and Dinaric Alps are a continuation of the

¹ Among the many naval battles fought in the Adriatic for the command of that sea were notably those of 1298, 1354, and 1379, when the Genoese defeated the Venetians; of 1380, when the Venetians destroyed the Genoese fleet at Chioggia; of 1571, when the Venetians and their allies, under Don John of Austria, destroyed the Turkish fleet at Lepanto; of 1811, when the British fleet beat the French off Lissa; and of 1866, when the Austrians beat the Italian fleet off the same island.

The great Venetian victory over the Turks at Lepanto in 1571 was more than balanced by the Turks wresting Cyprus (Famagosta) from Venice, as the Grand Vizier told the Venetian Ambassador at Constantinople in picturesque and incisive language: "In destroying our fleet at Lepanto you only shaved our beard; in depriving you of Famagosta we cut off your right arm. The arm once cut off does not grow again; but the beard grows the faster the sharper the razor that shaved it."

² The Dinarides were glaciated only to a small extent at their highest points. The subdued, rounded-off contours and bare rock surfaces of the lower hills and islands are due, not to glacial action, but to atmospheric denudation, wind erosion, and to extensive waste by solution of the readily yielding limestone rocks.—A. Penck, *Globus*, 1900, vol. lxxviii., p. 133 *et seq.*—J. W. Gregory, "Pseudo-Glacial Features in Dalmatia," *Jour. R.G.S.*, August 1915, p. 105 *et seq.*

Julian and Istrian Carso, and exhibit all the characteristics of that Mesozoic and Tertiary limestone formation, being broken up into a chaos of pits, basins, hanging valleys, deep-cut glens, and often inaccessible gullies. Except for the marshy estuary of the river Narenta, the rocky coast is throughout its length destitute of alluvia or beach formations. The few torrential rivers which descend from the Dinarides, often in cascades, are the Zermagna, Cherca, Cëttina, and Narenta, of which the last-named is the only one that has its source on the Bosnian plateau beyond the Dalmatian frontier. A large percentage of surface drainage runs to waste through subterranean channels.

The bare declivities of the Dinarides represent about fifty per cent. of the total area of Dalmatia, and, except as scanty grazing ground, are practically unproductive. The other fifty per cent. are represented by the pastures, cultivated fields, orchards, vineyards, olive, pine, and oak plantations, and by the abundant evergreen shrubs and rich herbage—in part aromatic—vegetation of the littoral and the islands. The olive and pine flourish up to 1000 feet, the oak thrives up to 3000 feet above sea-level; in the denuded uplands reforestation is much impeded by the destructive habits of grazing goats.

Like the flora, so also the fauna of Dalmatia corresponds with the typically Mediterranean climate. The mean temperature of the littoral is 52° F., the maximum (in July) 76°; the winter temperature rarely drops below 32°, except in the uplands. The annual rainfall varies according to the proximity of the mountains. At Zara it is forty inches, at Ragusa, close to the hills, sixty-four inches, while in the south, at Cattaro, *i.e.* in the trough between Mte. Orien and Mte. Lovcen, it reaches no less than 184 inches. The prevailing winds in Dalmatia are the *Bora*, blowing from the north down the Adriatic; the *Maestro*, from north-west, and the *Scirocco*, blowing up the Adriatic from south-east. The first-named is cold and dry, the second breezy and invigorating, the last hot and moist.

Although Dalmatia is physiographically a self-contained unit, its eastern frontier exhibits the obvious disadvantage of only skirting the upper slopes of the Dinarides instead of reaching the crest-line of the divide (2000 m. or 6600 ft.), which is its natural and also its scientific frontier.¹

III.—ECONOMIC FEATURES.

1. *Roads and Railways.*—The mountainous and broken character of the country renders the construction of roads and railways extremely difficult and costly, but a considerable network of both has been gradually built up in the last fifty years. The roads follow more or less the track of the old Roman roads radiating from Zara along the littoral and across the mountains into Croatia, Bosnia, Herzegovina, and Montenegro;

¹ Professor Dainelli claims not only a rectification of the eastern frontier, but also the Croatian coast and the Quarnero or Istrian islands in the north, as falling within the natural frontiers of Dalmatia—in all 1500 square miles, or an extension of one-third of her present area.

one of the first modern roads is the littoral one, 200 miles in length from Zara to Cattaro, built under the short régime of that great road-maker Napoleon I.

The railways comprise the network in the central triangle of Sebenico, Spalato, and Tenin, and two narrow-gauge (in part rack and pinion) mountain railways: one from that central part, *i.e.* from Tenin towards Banjaluca on the northern Bosnian railway, giving access to Croatia and Hungary, and the other from the Bocche di Cattaro to Ragusa,¹ and thence by the Narenta Valley to Mostar in Herzegovina, and across the divide to Sarajëvo, the capital of Bosnia. Both these lines are remarkable feats of engineering. A third, similar, intermediate line is projected to link Spalato direct with Sarajëvo *via* Signo, Livno, and Bugoino. This important third connection across the Dinarides has, however, been much delayed by the maritime rivalry of Fiume and Trieste, jealous of the Bosnian traffic being diverted to Spalato. A fourth, internal, and less difficult railway is that projected along the littoral from Zara to Ragusa to link up the maritime centres down to Cattaro. The present network of roads and railways in Dalmatia proper comprises 2600 miles and 230 miles respectively.

2. *Sea-borne Traffic.*—The most important communications are, of course, by sea. The principal mainland ports of Zara, Sebenico, Spalato, Ragusa (Gravosa), and Cattaro, and those of the islands, are served by 88 steamers connecting with Austrian and Italian ports, and by about 10,000 local steamers and sailing vessels, aggregating 80,000 tons, and employing 26,000 mariners. Navigation is enormously facilitated, on the one hand, by the great depth of 50 m. (27 fathoms) all along the coast and round the islands, increasing to 100 m. (54 fathoms) a short distance from the shore, and, on the other, by the sheltered position of the principal ports, several of which have double exit channels behind the protecting islands, while Cattaro is protected by its unique system of fjords—the famous Bocche di Cattaro, encircled by precipitous hills 2500 feet in height.²

The aggregate number of vessels which entered Dalmatian ports in 1912 was 78,000, with a tonnage of fourteen million tons, equal to one-third of the maritime traffic of Trieste, and to 52 per cent. of all the other Austro-Adriatic ports. By far the largest percentage of the Dalmatian imports and exports by sea was Austrian in the first, and Italian in the second place, the rest being a small percentage carried by British, German, Greek, and Turkish vessels. The total imports amounted in 1910 to 320,000 tons, the exports to 670,000 tons, or more than double.

3. *Production.*—The exports of Dalmatia comprise notably grain, timber, and cattle in transit from Bosnia and Herzegovina, and, among

¹ The terminus of the railway is at Gravosa, the port of Ragusa, situated in the sheltered Val d'Omble fjord. Off Ragusa lies the beautiful and romantic island of Lacroma—Richard I.'s island.

² The fjords of Cattaro are, like other similar ones, partially subsided bays converted to troughs in a faulted region.

indigenous products, salt, asphalt, tobacco, olive oil, fruit, flowers—notably *chrysanthemums*, both as plants and as powder—wine, sardines, the famous Maraschino di Zara, distilled from the Marasca cherry, and two important products of recent date, *i.e.* Portland cement and calcium carbide. The production of wine, more especially white, doubled in ten years (1903 to 1912), being now $1\frac{1}{2}$ million hectolitres per annum, though at the expense of olive oil, which, owing to reduced plantation, decreased in the same period from 6200 to 4500 tons per annum. The fishing industry employs over 12,000 men, the annual takings amounting to 7000 tons, *i.e.* a value of £200,000, while the sardine fishery, as also that of oysters and mussels, has led to the development of a growing export trade.

The manufacture of cement and calcium carbide has become important only within the last ten years, thanks to extensive beds of specially adapted argillaceous limestone near Spàlato, and to considerable hydro-electric power derived from some of the rivers. The annual production of cement amounts to 1,000,000 tons, besides 400,000 tons of marl exported as such. The calcium carbide industry produces 20,000 tons per annum, utilising for this and associated products the cascades of the rivers Cherca and Cettina by hydro-electric transmission of 90,000 horse-power to the large electro-chemical works near Sebenico. The greater part of the cement, marl (as manure), and carbide is exported to Austria, the rest to Italy.¹

Thanks to her communications by sea, Dalmatia has thus, within the decade ending 1914, largely developed her resources, industry, and exports, while her present and future communications by land, *i.e.* by railway with Croatia, Bosnia, and Herzegovina, cannot fail to develop a considerable transit trade, more especially to and from Spàlato, *facile princeps* of her ports.

IV.—POPULATION AND ADMINISTRATION.

1. *Population.*—Of special interest and importance on national Dalmatian grounds is the composition and distribution of the population. In 1910 the latter numbered 646,000, equal to a density of 50 inhabitants per square kilometre, or 135 per square mile, *i.e.* about the same as that of Ireland. The outstanding features relating to population, religion, and illiteracy are given in six short tables annexed to this paper, and are abstracted from the very detailed and complete official Austrian statistics.² Table I., being the most comprehensive in relation to the aggregate population of Slavs and Italians, as the two prominent races in Dalmatia, may find a place here as follows:—

¹ Dalmatia produces neither coal nor iron, and the production of other minerals is insignificant. The once flourishing silk industry, and that of shipbuilding, have greatly decreased.

² *Oesterreichisches Statistisches Handbuch*, Vienna.

Population of Dalmatia, 1910.

Croats,	505,000	78 per cent.	} 610,000 Slavs, 94 per cent.
Serbs,	105,000	16 „	
Italians,	18,000	3 „	
Austro-Germans,	3,000	0.5 „	
Other nationalities,	3,000	0.5 „	
Non-residents,	11,000	2 „	
	<hr/> 646,000 ¹	<hr/> 100	

This and the other tables lead to the following conclusions:—

(1) During the three decades from 1880 to 1910 the population of Dalmatia increased at the normal mean rate of 10 per cent. per decade. The annual emigration and other displacements of about 11,000 are balanced by immigration from the Balkan hinterland, and by non-residents from other countries. Of the aggregate population, according to the census of 1910, 78 per cent. were Croats, 16 per cent. Serbs, total 94 per cent. Slavs, and only 3 per cent. Italians, the rest being Austro-Germans and other nationalities. The Slavs increased in thirty years from 440,000 to 610,000, equal to 40 per cent.; the Italians decreased in the same period from 27,000 to 18,000, equal to 33 per cent.² The increase of population is therefore almost entirely due to the Slavs.³

(2) The Slavs constitute mainly the agricultural, labouring, fishing, maritime, and rural, the Italians more especially part of the industrial, commercial, professional, and urban population. The towns and villages represent 400,000, or 62 per cent., the scattered, largely pastoral population 246,000, or 38 per cent. of the total. The only town where the Italians have increased is their cultural stronghold Zara, *i.e.* from 6700 in 1880 to 9000 in 1900, equal to 33 per cent. In this town of 12,700 inhabitants the Italian community thus represents 70 per cent. of the population. But the increase of Zara is more than balanced by the decrease in Spalato (13,000 inhabitants), where the Italian community dropped from 5000 in 1880 to 1000 in 1900, equal to 80 per cent. In the former period it represented 50 per cent., in the latter only 8 per cent. of the population of that, now the largest town in Dalmatia. According to the official statistics, the Italian community in Spalato showed in the two decades, 1880 to 1900, an excess of deaths over births of 6 per cent., the Slavs an excess of births over deaths of 4 per cent.

¹ In this and the other tables the figures are, for greater simplicity, rounded off to thousands.

² It appears that in 1885 the Italians in Dalmatia still numbered 55,000, or 12 per cent. of the population; the drop in the next fifteen years to 27,000, or half, was probably due to special causes, such as emigration to Italy, America, and other countries.

³ Prof. J. W. Gregory (*loc. cit.*) rightly avers that the large proportion of bare rock and thin soil explains why Dalmatia remains so sparsely populated in spite of the money spent on it by Austria, and of its many great advantages of climate and position.

(3) The predominant religion being Roman Catholic, 539,000 Croats and Italians, or 83 per cent., including a small percentage of Serbs and Austro-Germans, belong to that Church; 105,000 Serbs, or 17 per cent., to the Eastern Orthodox Church, while Protestants number only 1000, and Jews 500.

(4) Of the aggregate population of 527,000 in 1890, no less than 437,000, or 83 per cent., were illiterate; by 1910 that phenomenally high figure was reduced to 63 per cent., or 393,000, of whom 390,000 were Slavs and 3000 Italians, the latter mainly labouring immigrants from Apulia. In other words, at the last census of 1910, 64 per cent.

Zara: the Five Wells.—(From *La Dalmazia*, by S. Dainelli.)

of the Slavs and 17 per cent. of the Italians above ten years of age were still illiterate, *i.e.* analphabetic. Although education is by law compulsory, it is difficult to apply compulsion to the lower grades of the Slav population, notwithstanding the great efforts made during the last decade to reduce the still abnormal percentage of illiteracy.

2. *Administration*.—Up to 1918, *i.e.* as an integral part of the Austrian monarchy, Dalmatia was divided into fifteen administrative districts, ranging from 15,000 to 100,000 inhabitants, under a lieutenant-governor residing at Zara. The administration of the law, of the Roman and Eastern Churches, of education, local finance, and all internal matters, was vested in autonomous bodies and in a Diet composed of forty-three deputies, of whom forty-one were elected by the local bodies, while

two, *i.e.* the Roman Catholic Archbishop and an Orthodox Bishop, were *ex officio* members. The Roman Episcopacy is composed of the Archbishop and five Bishops; the Orthodox Episcopacy of two Bishops. In the Austrian Parliament or Reichsrath Dalmatia was represented by eleven members elected by direct, equal, and secret suffrage. Zara is the administrative and educational, Spalato the principal commercial and maritime centre of Dalmatia, while Sebenico and Ragusa come next in importance, and Cattaro was chiefly a military port.

It is thus seen that in internal administration Dalmatia was virtually self-governing; but in all local and parliamentary elections the Slavs command an overwhelming majority, while the Italians are—except in Zara—reduced to a fractional minority.¹

V.—CONCLUSION.

After the foregoing rapid survey of Dalmatia past and present, it remains to refer briefly to the problem of her political future in relation to Italy. The widely divergent views enunciated on this subject by the two Italian writers in their publications quoted at the outset, may be succinctly stated as follows:—

Professor Dainelli claims that in Dalmatia the Italians constitute the cultured, superior, prosperous, and more civilised, the Slavs the uncultured, inferior, less civilised, and poorer element of the population. The Italian element has diminished and is diminishing in numbers, not for want of vitality, but through the relentless supplanting pressure of the Slavs, in this respect favoured by the Austrian Government. The superior record of Italian civilisation in Dalmatia, extending over centuries, in language, art, and education is attested by the low Italian percentage of illiteracy as compared with the threefold percentage of the Slavs. The most direct menace to Italy has, throughout history, always come from Dalmatia and its contiguous regions, *i.e.* by barbaric hordes, coastal pirates, Turks, and Slavs. Rome and Venice were always most powerful and secure when they possessed Dalmatia, and, *vice versa*, Dalmatia was always rich and prosperous only when she was under Roman or Venetian dominion. The mountain barrier of the Dinarides isolates Dalmatia from Bosnia and Herzegovina: so much so that, as an economic and commercial hinterland, they are negligible factors. Dalmatia's present and future interests are therefore almost exclusively maritime, and as such her future lies in her close connection with Italy. Dalmatia is as necessary to Italy as Italy is to Dalmatia. To possess Dalmatia is to command the Adriatic. This command is vital to Italy for the defence and security of her exposed eastern coast. Hence Italy's claim not merely to an infinitesimal portion as a naval base, but to the whole of Dalmatia up to her natural inland frontier.

On the other hand, Signor Prezzolini, from his point of view, urges that the occupation of Dalmatia by Italy would be a source, not of

¹ Prof Dainelli suggests that the electoral districts were arranged to the advantage of the Slavs and to the detriment of the Italians. There is no evidence of this; but even if there was, it would unfortunately not affect or invalidate the aggregate figures.

strength, but of weakness. Bosnia and Herzegovina constitute the natural and legitimate hinterland of Dalmatia, and effectual communication between the coast and that hinterland is, as experience has shown, only a question of railways which economically remove the mountain barrier. To take Spälato would alienate the Croats, to take Cattaro would make enemies of the Serbs. The Venetians only took Dalmatia to protect their trade against Dalmatian pirates, to procure timber for shipbuilding, and mariners for their fleet. When Dalmatia was decimated by wars and malaria, the Venetians did not re-people her with Italians, of whom they were jealous, but with Croats, Serbs, Albanians, and even Greeks and Turks. In Dalmatia Venice did not foster Italian, but only her own interests. Napoleon took Dalmatia not only for herself, but as a stepping-stone to the dominion of the Balkans. Napoleon and Austria, with all their political faults, did more for economic progress in Dalmatia than the Venetian Republic. Italian is spoken bi-lingually in Dalmatia only by the more educated Slavs, not as their mother-tongue, but only in their intercourse with Italians and other Mediterranean races. The vast majority of the population speaks and understands only Slav, and is purely Slav, even in dress. The command of the Adriatic belongs, not to those who occupy Dalmatia, but to those who dominate her coast. Italy should therefore be content to claim at most only the town of Zara as the indisputable seat and citadel of Italian culture on the littoral, and the island of Lissa as the most advanced outpost on the Dalmatian coast. Pola in Istria, Lissa in Dalmatia, and Valona in Albania would then secure the Italian command of the Adriatic; but the most effectual solution would be to eliminate all rivalry between Slavs and Italians by declaring the Adriatic a neutral sea. The occupation of Dalmatia by Italy would be an act of imperialism and can never be the outcome of a national war.

Dr. Radić, in the Preface to his French translation of Signor Prezzo-
lini's book, hails the latter as a patriotic and masterly effort to ensure mutual friendship between the two races, albeit he evidently objects to Italian occupation in any form, even though it be limited to Zara and Lissa.

In face of the diametrically opposite views of the two Italian authors, it would be presumptuous to analyse their conflicting arguments, which must stand on their own merits. No impartial visitor to Dalmatia can fail to be struck with the deep impress of Italian culture in art, architecture, education, and refinement under the influence and ægis of the Italian language, to whose superior attractions all along the coast, as compared with other Mediterranean idioms, the official Austrian records do unstinted justice. For the rest, more especially as regards the racial and political problem of Dalmatia, the facts and figures speak for themselves. All well-wishers of Italy and sympathisers with her aspirations must fervently hope that her traditions, culture, and commerce in Dalmatia will, by their inherent vitality, continue to hold their own, and that she will vindicate her legitimate position and interests in the Adriatic without the risk of coming into conflict with other nationalities.

As already stated, Prof. Dainelli's book is finely illustrated, and two of the illustrations are reproduced in the present article.

NOTE.—The foregoing was written before the signing of the Austrian Armistice. Pending the final solution of the Dalmatian problem at the Peace Congress, the terms of the Armistice as regards Dalmatia are explained in the general article which appears on pp. 441-48.

APPENDIX.

TABLES.

The Composition and Distribution of Population in Dalmatia.

TABLE I.—*Population 1910.*

Croats, . . .	505,000	78 per cent.
Serbs, . . .	105,000	16 "
Slavs, . . .	610,000	94 "
Italians, . . .	18,000	3 "
Austro-Germans, . . .	3,000	0.5 "
Other nationalities, . . .	3,000	0.5 "
Non-residents, . . .	11,000	2 "
	<u>646,000</u>	<u>100</u>

TABLE II.—*Increase of Population, 1880 to 1910.*

1880, . . .	477,000
1890, . . .	527,000
1900, . . .	594,000
1910, . . .	<u>646,000</u>

Mean 10 per cent. per decade.

TABLE III.—*Comparative Population.*

	Slavs.	Italian.	Italian per cent.
1880, . . .	440,000	27,000	5.8
1890, . . .	501,000	16,000	3.1
1900, . . .	565,000	15,000	2.6
1910, . . .	<u>610,000</u>	<u>18,000</u>	3.0
	Increase.	Decrease.	
	170,000	9000	
	40 per cent.	33 per cent.	

TABLE IV.—*Distribution of Population 1910.*

6 towns 4000 to 13,000 population, . . .	50,000
9 towns 2000 to 4000 population, . . .	25,000
Smaller towns and villages, . . .	325,000
	<u>400,000</u>
Scattered population, . . .	246,000
	<u>646,000</u>

TABLE V.—*Distribution of Religion and Languages.*

Roman Catholics—			
Croats, . . .	505,000	78 p. cent.	
Italians, . . .	18,000	3	"
Austro-Germans, . . .	2,000	0.3	"
Other nationalities and non-residents, . . .	14,000	2.2	"
	<u>539,000</u>	<u>83.5</u>	"
Eastern Orthodox—			
Serbs, . . .	105,000	16	"
Protestants—			
Austro-Germans, etc., . . .	1000	0.25	"
Jews — Various nationalities, . . .	500	0.25	"
Other denominations, . . .	500		
	<u>646,000</u>	<u>100</u>	

TABLE VI.—*Illiteracy above age of 10, 1890 to 1910.*

	Total population	Illiterate.	Per cent.
1890,	527,000	437,000	83
1900,	594,000	433,000	73
1910,	646,000	393,000	63

Comparative Illiteracy, 1910.

	Total population.	Illiterate.	Per cent.
1910, Slavs,	610,000	390,000	64
Italians,	18,000	3,000	17

THE VIRGIN ISLANDS OF THE UNITED STATES.¹

(With Illustration.)

AMIDST the turmoil of war the actual transfer of the Danish possessions in the West Indies to the United States of America has almost escaped the attention of a distracted Europe. It had long been contemplated, and a treaty was made fifty years ago (in 1867), under which the islands of St. Thomas, St. Croix, and St. John were to change hands, the price agreed upon being 7,500,000 dollars. A royal proclamation was published by King Christian IX. in which the inhabitants were told that the islands had been ceded to America; but this treaty was pigeon-holed, owing to internal dissension in the American Senate, and the King announced in a dignified proclamation, dated May 1870, that the sale had fallen through. After the Spanish-American war negotiations were renewed between the two countries, and a fresh treaty was made in 1902, which the Danish Upper House, in their turn, did not ratify, owing partly, it is thought, to the influence of Germany. Finally, in January 1917, the islands became the property of the United States, the purchase price being 22,500,000 dollars, and the formal transfer took place in the following March. If war conditions robbed the ceremony of pomp and circumstance, its significance cannot be overlooked. The attitude of the inhabitants, if not exactly enthusiastic, was benevolent, for their main outlet of trade had long been with America. Thus came about the passing of Denmark as a colonial power, an epoch in history, and an end to the struggles of the Danes for possessions in the West Indies during the seventeenth and eighteenth centuries, when, to use a phrase of Dr. Westergaard's, "Sugar was King." The rule of the Danes had, on the whole, been mild and paternal; that is, if we except the period during which Draconian laws were thought needful for the treatment of the African slave population at a time when the fear of risings and a massacre of the whites was constantly in the minds of the planters.

¹ (1) *The Danish West Indies*, by Waldemar Westergaard. New York: The Macmillan Company, 1918. Price \$2.50.

(2) *The Virgin Islands of the United States of America*, by Luther K. Zabriskie. New York and London: G. P. Putnam's Sons, 1918. Price 20s.

(3) *The Virgin Islands, our New Possessions, and the British Islands*, by Theodoor De Booy and John T. Faris. Philadelphia and London: J. B. Lippincott Company, 1918. Price 12s. 6d. net.