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Physical and Strategic Geography of the Adriatic: Discussion

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Source: *The Geographical Journal*, Vol. 53, No. 4 (Apr., 1919), pp. 223-228

Published by: geographicalj

Stable URL: <http://www.jstor.org/stable/1779283>

Accessed: 26-06-2016 16:59 UTC

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are mere opinions. I have just brought forward a few of the many arguments which go to prove that Italy cannot provide for her security unless she possesses proper positions on the eastern shore. I think it is now Prof. Cvijić's turn to give his statement concerning Italy's security the necessary support.

I hope I have given you at least a rough idea of what I believe to be the true state of things in regard to some geographical questions concerning the Adriatic region. Much of the attention of the public has been drawn to them in consequence of the war, and it is only a matter of course whether some of what has been written or said is not in due accordance with the laws of science and of logic. As far as science is taken as an adviser in political transactions, it may be expected that the conclusions drawn therefrom will be of a satisfactory character. On the contrary, whenever non-scientific influences are forced upon science, one can scarcely think of any satisfactory result to be arrived at in political controversies.

Before the paper the PRESIDENT said : At a time like this, when there are so many problems before the Peace Conference which involve more or less of geographical issues, it seems to me quite right that we, the Geographical Society, should consider some of those problems for ourselves. I think we need hardly apply to them the strict technical idea of geography as representing morphology, or the conformations of land and sea on the surface of the world, but we may include such considerations as may be either military or commercial, or even political, so long as we do not wander too far into the realms of politics. To-night the subject before us is the Adriatic, and of all the problems which confront us now I think this perhaps is one of the most important. We are fortunate in having secured one of the best exponents of the geography of the Adriatic that is to be found in Europe. Commander Roncagli who will address us, after serving in the Italian Navy had retired, and had been for many years Secretary of the Geographical Society at Rome. At the outbreak of war he returned to the Navy, and he has seen much service in the Adriatic. We may therefore welcome him in the double capacity of a distinguished Naval officer and as secretary of a sister society.

(Commander Roncagli then read the paper printed above, and a discussion followed.)

The PRESIDENT : We are fortunate in having amongst us to-night Colonel Longmore, who was one of the first four British Naval officers to learn the art of flying. He has been associated from its infancy with the Royal Naval Air Service. For a long while he commanded the British Air Squadron co-operating with the Italians in the Adriatic, and he will show us some pictures of Dalmatian ports taken from a comparatively new point of view and under very special circumstances.

Colonel LONGMORE, R.A.F. : I have listened with great interest to Commander Roncagli's lecture, especially as we were on such good terms with the Italian Navy. The Adriatic Group of the R.A.F. had the pleasure of serving under the command of Admiral Cusani, whose headquarters were at Brindisi. The part of the coast with which we were mostly concerned was between Cattaro and Valona on the eastern side, and between Cape Gargano and Cape

Santa Maria di Leuca on the western side. The impressions I formed of the Adriatic were briefly as follows. I confirm entirely Commander Roncagli's remarks as to the benefits that Nature has bestowed on the eastern side from the point of view of its natural harbours, but having attempted to get about on that side by roads and paths I found that Nature had not been quite so kind as regards the inland communications. Starting from Valona, where I spent some time, I gained the impression that the Italians had improved the place very considerably; they had built large numbers of roads, a Decauville railway running up to the front, and also the coast road to Santa Quaranta was completed, I believe, last autumn. It ran from Valona along the coast to Santa Quaranta over a pass of, I think, 2500 feet high. Going north from Valona, the next port, if it can be called such, we come to is Durazzo, which was in the hands of the Austrians almost to the end of the war. It cannot be considered an exceptionally good port, for it is very open to the south, and it was not used much as a submarine base by the Germans. Practically the only lines of communication the Austrians had were by sea from Cattaro to Durazzo, and from Durazzo by road and Decauville railway down to their front, over the Skumbi and Semini rivers, so that they had to rely considerably on Durazzo for all their communications. Durazzo was continually bombarded from the sea by the Italians and ourselves; we used to take it alternatively, managing to get there together on Festa days. Later on the Austrians used the open port of San Giovanni di Medua, which again was a very small port, with berthing accommodation for only two ships. Above San Giovanni di Medua—it cannot be called a port though it is marked as one—is a place called Dulcigno, which is a little further to the north. No ships, as far as we have ever seen, have been there. From Antivari there is a railway up to the Lake of Scutari, but Antivari was also used very little. Occasionally one saw a steamer there. Going up as far north as Cattaro, which is a most wonderful natural harbour, we found that the use to which the Germans and Austrians put this port during the war was remarkable. On the average there were fifteen to twenty German submarines in there that normally were working in the Mediterranean. They came there for rest, their boats were repaired, and their crews lived ashore. It was our duty to worry them and disturb their rest and the refit of their boats as much as possible. The target was very difficult owing to the spread-out nature of the harbour. There were high mountains all round, and high mountains round an objective of this nature, as you know, are a great danger to aerial bombing. One mountain rose to 6000 feet, and if there are clouds over the objective they cover the mountains, and any pilots who dive through them run great risk of hitting the mountains. In fact, we unfortunately lost two or three of our best men in that way. They came down through the clouds, thinking they were just over the water, and hit the mountains.

I should like to say how much we appreciated the hospitality of the Italians while we were in Italy. They did everything they could for us, and we were the very best of friends. We had great admiration for the work of their motor boats, which were very remarkable. I had the pleasure of seeing some of them in action at Durazzo on October 2, when these little slips of boats went in under heavy gun-fire and attacked the merchant ships and Austrian destroyers inside the harbour. I should also like to pay tribute to the memory of Captain De Filippi of the Italian Navy, a brother of the De Filippi who is well known to the members of the Royal Geographical Society. He was unfortunately drowned in the mined Italian destroyer *Rossarole* a few days after the Armistice was signed.



OTRANTO HARBOUR

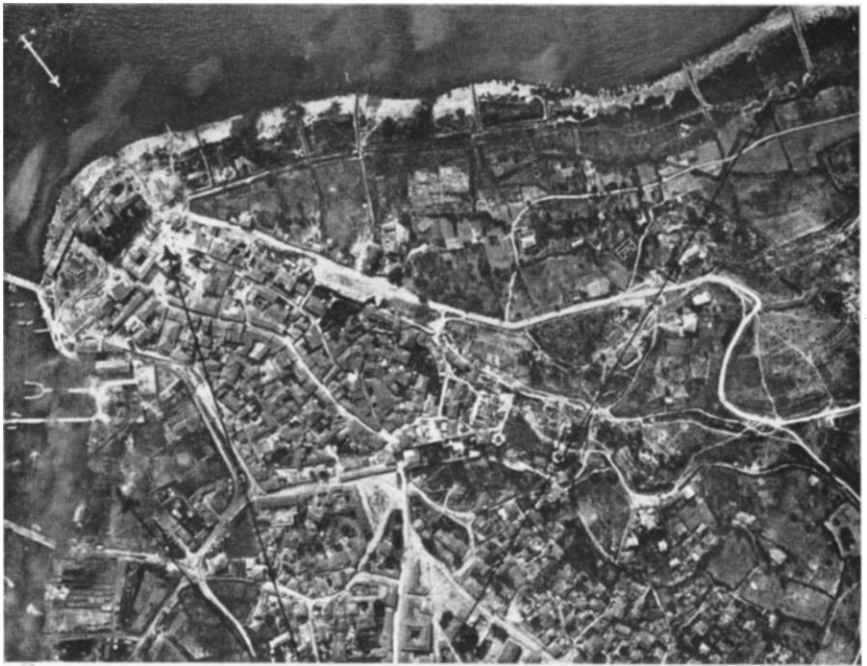


SAN GIOVANNI DI MEDUA FROM 6000 FEET

From photographs taken by Adriatic Group, R.A.F., and lent by Col. A. M. Longmore, R.A.F.



NORTH SIDE OF BAY OF CATTARO: SUBMARINE BASE AT GJENOVIC. NINE SUBMARINES AT MOORINGS AND ONE IN FLOATING DOCK NEXT BATTLESHIP



DURAZZO DURING BOMBARDMENT 2 OCT. 1918 FROM 8000 FEET: PIERS AND SEAPLANE STATION DESTROYED BY BOMBS

The PRESIDENT : I think we should all like to hear Admiral di Lorenzi, the Italian Naval Attaché.

Admiral DI LORENZI (Italian Naval Attaché) : Although my knowledge of the British language is limited, I feel I should like to say a few words to acknowledge the double honour of being invited to be present at this lecture and of representing His Excellency the Italian Ambassador. His Excellency has asked me to convey to you his deep regret for being unable to attend this lecture owing to a previous engagement. His Excellency wanted to express personally his sympathy with and admiration for this highly scientific assembly, which is the symbol of all the trials and difficulties that ancient and modern British navigators and explorers from Cabot to Scott have met and overcome. They might be considered as the founders of the mighty British Empire who, without any eye to personal profit, were only sustained in their efforts by the glorious passion of a future certain conquest of the sea. Their general broad-mindedness has been inherited by you, for you continue their traditions for the sake of humanity, even through the most awful cataclysm that humanity herself has caused. In speaking here I think of the personalities of Robert Thorne, Frobisher, Drake, Davis and Hudson, who sacrificed their wealth and lives to the discovery of the North-West Passage, and of Hugh Willoughby, Richard Chancellor, Stephen Borrough and Arthur Pet, the precursors of the North-Eastern Passage. Before I finish I want also to pay a tribute of admiration to Captain Cook, who definitely settled, with the sacrifice of his life, the problem of a great continent, and also to the heroic Captain Scott, who hoisted the British flag at the South Pole.

The PRESIDENT : I call upon Lord Bryce to give us his views on the subject.

Lord BRYCE : It is many years since I travelled in the Adriatic, but I have been down as far as Cattaro, Scutari, and Cettigne, and visited the places described to us with so much lucidity by the lecturer this evening. I can assure those ladies and gentlemen who have never been there that they have a very great pleasure in store as soon as peace is restored in visiting the Adriatic, because there is no more beautiful part of the Mediterranean and there are not anywhere cities more full of varied interest than Pola, Fiume, Zara, Sebenico, Spalato, Ragusa, and Cattaro. I have only mentioned the most important, but there are many others also, and the interest is not only in their picturesque beauty but in their architecture and history. There is hardly a more interesting spot in the world or one which better illustrates mediæval life than the little city of Ragusa. It is not as big as Belgrave Square, but it is a complete city. It was for centuries an independent Republic, carrying its trade round all the corners of the Mediterranean. Cattaro, again, is one of the most extraordinary natural harbours that the world has, with its deep inlets surrounded by magnificent limestone mountains reaching to 6000 feet, and it is practically inaccessible from the sea, for it is only to be entered by some one who, having landed further to the south, has scaled the heights of the Lovchen Mountains in Montenegro which dominate the harbour. The lecturer has explained to us with extraordinary clearness and precision the natural conditions which belong to the eastern coast of the Adriatic, and he relieved the scientific character of that disquisition by his remarks upon the German theories and those in particular of Prof. Penck, who apparently would determine ethnological and political boundaries by reference to geology and the flora of the country. That is a principle capable of very wide expansion. If we were to go by flora in determining the rights of other countries to what

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we consider our own country, we might have some such result as this : that the whole of northern Scotland and part of northern England would be given to Norway, because the flora of the higher mountains of Scotland and the flora of the high fells of Cumberland and Westmoreland are characteristically Norse, and we should have some one representing Harold Hardrada coming to conquer England again as in the days of the Norman Conquest upon the ground that the Alpine saxifrages and cerastiums and other high mountain plants which adorn the peaks of Perthshire and Cumberland are a part of the subarctic Norwegian flora. Might not the Italians themselves remind us that when Rome conquered South Britain her armies brought in, if not the olive, yet at least the vine, and advance a claim to those parts of England where the vine is still cultivated for its grapes, and where the Romans succeeded in producing wine of whose quality we know very little? But they drank it. If we are to take seriously this suggestion that botanical considerations are to weigh in determining the rights of peoples to territories, the principle might have some singular applications. Passing away, however, from these fantastic ideas, and leaving rocks and plants to think of men and their feelings, must we not say that the real basis to be taken in endeavouring to draw national boundaries is threefold? In the first place there are the criteria of language, literature, ideas and social customs; secondly, there are the wishes of the inhabitants; and thirdly, there may sometimes be strategic considerations which occasionally have force, but which should never enter to such an extent as to override the claims of nationality and the wishes of the inhabitants. The case made by the lecturer seemed to be in that way. If he had gone on he could have pointed out that there are cities along the eastern coast of the Adriatic, such as Zara and Pola, which are practically Italian cities; the people speak Italian, the customs introduced by Venice remain; the architecture is Italian, and you feel you are in an Italian land when in Pola and Zara, to some extent also in Sebenico and Spalato. When you get further inland and get to the parts of Istria and Dalmatia behind those cities, then clearly you come into a Croato-Serb population, which is not Italian by language or customs. Upon that basis it ought to be perfectly easy for a boundary to be adjusted and a fair compromise made between the claims of the Yugo-Slavs on the one hand and those of Italy on the other; an adjustment which will be satisfactory to both, and which will recognize the historical and strategic claims of Italy, recognizing the grounds on which Italy may ask to possess some points of the coast sufficient to provide for the protection of her side of the Adriatic, and recognizing also the truly Italian character of such a city as Zara. So too as respects Tirol, Italy is clearly entitled to those parts of it where Italian is spoken as well as to the Trentino proper, but places like Meran, Botzen, Brixen, and the long stretch of the Pusterthal, where German is the prevailing tongue, ought to be left to the Germanic Tirolese. Surely it is possible with a fair and honest application of the principle of nationality and a proper respect for the wishes of the inhabitants that the disinterested influence of the Powers represented at the Peace Conference, and the general desire for future friendship and goodwill which I am sure ought to prevail among the peoples of Europe who have escaped from so long and disastrous a war, should succeed in amicably settling these issues. Applying those scientific and historical considerations which have been so well put before us in the lecture to which we have listened, it ought to be possible for a permanently satisfactory arrangement to be arrived at which will satisfy the feelings of both peoples concerned.

The PRESIDENT: In concluding this interesting meeting I can only say

that I entirely agree with the contention of our gallant lecturer as regards the strategic position in connection with the command of the Adriatic; so much so indeed that some considerable time before I had the pleasure of making the acquaintance of Commander Roncagli I had come to precisely the same conclusions. As I have published these conclusions, I think I need say no more now. But Commander Roncagli must admit, as we all must, that there are two sides to any boundary. So perhaps I may just briefly refer to the other side's point of view, which however makes the division which Commander Roncagli has claimed quite possible if we regard it only from the geographical standpoint. The new great federation of states which we may call New Serbia, which extends from the Save river to Macedonia, is a landlocked State, nowhere touching the sea except along the coast of Dalmatia. Consequently we might naturally expect that it would be very jealous indeed of any interference with that particular coast-line which affords it opportunity for communication with the sea. As it happens, all the extreme northern states which will form the Federation, Carniola, Slavonia, Croatia and part of Bosnia, are already fairly well served—I cannot say really well, but sufficiently served for future development commercially—by railway lines which find their outlet to the sea at Fiume. Granting that that port is open to the northern section of the new Federation, it seems to me that they have, owing to geographical conformation, all they can expect in the way of communication with the Adriatic. South of that, where the Dinaric Alps commence and extend southward to Montenegro (which is the particular part of the Dalmatian coast with which the lecturer has been dealing), there is certainly no connection now with the sea and apparently no possibility hereafter of developing any except by overcoming very considerable engineering difficulties and spending much money. The next possible communication with the Adriatic is that which occurs at the Narenta gorge, immediately north of Montenegro. Here indeed there is railway connection between the Adriatic and the interior of the new Serbia extending to Sarajevo, the capital of Bosnia. The Narenta gorge, however it may possibly develop hereafter as a commercial outlet, is at present a very insufficient and possibly an insecure communication; but the Narenta gorge is considerably south of the line which Commander Roncagli draws as the possible southern limit of that part of the Dalmatian coast which might be best occupied by Italy. I just mentioned this much, without going any further into the geographical question, to show you that from the geographical point of view alone the new Serbia has nothing really to object to in the occupation of that part of the Dalmatian coast to which the lecturer has referred. The objection will arise on other grounds than geographical, principally, of course, on the matter of racial occupation. About that I have frequently expressed the view that of all the platforms from which to jump off in order to effect settlements among the Balkan States, perhaps the racial basis is one of the most insecure. It makes a good starting point, but it is a platform which is apt to fail if weighed upon too much. There must be—there will be, necessarily—a vast amount of give and take in any sort of settlement which involves the disentanglement of all those racial problems which absolutely beset the whole of the Balkan Peninsula. Nowhere perhaps can a very clean cut be made between one people and those next to them. Consequently it is possible that the racial point of view may not weigh quite so strongly in the case of Dalmatia as might appear at first probable owing to the fact that the Slav peoples who occupy the coast-line of Dalmatia are so completely cut off from the Slav races on the eastern side of the Dinarics (within the limits of

new Serbia), that it is quite probable that they might prefer the domination or administration of Italy, in consequence of the very uncertain communications they maintain with their own people on the far side of the mountains. Thus eventually I have come to precisely the same conclusion as that which I was interested to hear to-night expressed by Commander Roncagli.

I will now ask you to join in thanking Commander Roncagli for his admirable lecture, and also Colonel Longmore for the illustrations he has been kind enough to show us. I must also add the name of Mrs. Dickinson Berry, who has kindly lent us some of the slides of Dalmatia which you have seen to-night.

EASTERN TIBET

Oliver Coales

Read at the Meeting of the Society, 27 January 1919.

THE secrets of the central part of Tibet, so long the goal of many adventurous explorers, were unveiled by the British expedition to Lhasa in 1904. Lhasa, Shigatse, the seats of the pontiff rulers, and the course of the upper Brahmaputra, have now been laid bare by many books published since then, and by the surveys of British and other travellers. But eastwards of Lhasa and stretching to the Chinese frontier is a country of which we still know little, and where the map-maker is free to use his ingenuity in tracing the course of rivers and fixing the sites of towns. Reasons of policy and the hostile relations between China and Tibet have closed this country to the traveller, and little more is known of it, except for the explorations of Captain Bailey, than at the beginning of the century.

The northern half of Tibet, with which my paper has nothing to do, is, as other travellers have told us, an inhospitable plateau, inhabited only by a few scattered nomads. In the south, where the elevation is less, is the real Tibet, a country of long river valleys that enjoy a genial climate and support a settled population of farmers, and of broad upland pastures and mountain ranges where roaming herdsmen graze their herds and flocks. There are three traditional divisions of Tibet proper: in the west is Tsang, in the centre near Lhasa is U, and in the east is Kham. Of these Kham is the greatest in extent, stretching from the Tanta La, a high pass north-east of Lhasa, to the province of Szechwan in China. It is doubtful if Kham was ever a political division, the name being rather the appellation of a vague stretch of country; and though some Chinese writers refer to Ch'amdo as if it were the capital, it is probable that it never had a political centre such as Lhasa and Shigatse in the west. In the western part of Kham the upper waters of the Salween and other rivers drain eastwards, and eventually make their way south past the eastern end of the Himalayas. In the east we find the remarkable series of great rivers