

whereas the innovations in the conservation technology tended to change the consumers' habits and taste (tuna was no longer exclusively regarded as meagre diet, ice also became available to the lower strata). Although periods of war hindered more intensive fishing and thus contributed to the regeneration of the fish population, wide usage of dynamite nearly exterminated the sea life. Examples abound, some of which provide the reader with interesting historical verticals: while fishing guaranteed food for the inhabitants of the Dubrovnik region under recent occupation, in the more distant past, however, it was a valuable food resource for the invading armies who, otherwise, would have had to transport the food rations from afar (e.g. during the Turkish siege of Malta in 1565).

This volume should primarily be credited for boldly dispelling the myth on the until recently rich fish resources of the Mediterranean and the Adriatic, allegedly threatened by overfishing of a relatively recent date, the fishing being done by 'the others'. By contrast, evidence on the problems and controversies related to fishing date from as early as the nineteenth century: demand exceeding supply on the local market contributes to its constant imbalance, state politics between stimulation and protectionism (fixed prices, concessions, bans), fishing as a part-time job. The nets trawling the sea bottoms are no news, and neither is the conflict between the old and new technology—large scale deep sea vessels have long been viewed as competition to smaller fishing boats, while the advent of acetylene lamps (today rarities and nostalgic items) had caused quite a stir among the fishermen who fished in a more traditional way.

Today the delicate balance between man and the aquatic environment is principally viewed through ecological threats, from oil pollution to excessive use of medicaments in aquaculture and negative impact on the biodiversity. This volume on the history of fishing reminds us of the huge *cultural* heritage, which we (in Croatia) seem to care little about. Sardine factories and fish markets, lighthouses, buoys or parts of the

old port facilities are monuments of the past, not ignored but increasingly studied by foreign experts of industrial archaeology. *Tunere* of the northern Adriatic are rare colourful examples of more systematic Croatian concern, while many other monuments simply disappear before our eyes, especially the non-material cultural heritage of the fishing customs.

A wide range of topics in the volume *Fishing and Industrial Heritage* points to the value and diversity of the fishing heritage. Authoritative and insightful, it represents a departure from the nostalgic myth of the Mediterranean that never was.

Nella Lonza

Sonia Wild Bičanić, *British Travellers in Dalmatia 1757-1935 Plus a Little Bit More About Dalmatia Today*, Zaprešić: Fraktura, 2006. Pages 171.

The book provides the accounts of several British travellers to Dalmatia from the eighteenth to the twentieth century, the author's personal insights into the history of Dalmatia and her comparison with the history of Great Britain. One chapter is devoted to the impressions of Dalmatia viewed by Ann Bridge in her novel *Illyrian Spring*. The last chapter recounts the island of Vis and its connections with Great Britain. The author's comments on all the accounts derive from her own travel experience of an Englishwoman born in Kenley, Surrey in 1920. After leaving school she gained an exchange scholarship for a year in an American college. She returned to Britain in 1939, the year the Second World War broke out. In 1941 she joined the Auxiliary Territorial Service (ATS) and from 1942 to the end of the war worked in the Army education service. In London she met Rudolf Bičanić, a Croatian economist, and in 1945 she married him and went with him to Croatia, where she has lived ever since. After graduating from the Zagreb Faculty of

Philosophy, she gained a PhD at Oxford University and joined the Department of English at Zagreb University, having lectured in the Culture and Civilisation of Great Britain, along with many other courses in English and American literature. In 1999 she published her memoirs in *Two Lines of Life* (in Croatian and English), and in 2001 was awarded for bringing closer British and Croatian cultures.

The book under review is divided in seven chapters, preceded by a preface in which the author explains her reasons for writing this book. It is intended for visitors to Dalmatia and the Adriatic coast who want to know different things from what most guidebooks offer, based on the accounts and experiences of the British travellers from the late eighteenth to the early twentieth century, interwoven with more recent information by the author herself.

Chapter One is concerned with the work and recollections written by a Scot Robert Adam (1728-1792), one of the most famous architects, brilliant decorator and furniture designer—hence originator of the eighteenth-century Adam style. His book *The Ruins of the Palace of the Emperor Diocletian at Spalatro in Dalmatia*, London, 1764, is an account of his travels to Dalmatia in 1757 to study the ruins of the Emperor Diocletian in Split. Before visiting Split, Adam made a Grand Tour of Italy, where he had gone to widen his knowledge of classical architecture. His tour included Rome and later Florence where he was introduced to the French artists and art historian Charles-Louis Clérisseau, who was well known for his drawings of antique ruins and his knowledge of classical architecture. Clérisseau provided most of the illustrations for Adam's book, today of outstanding documentary value and an excellent record of the city in the eighteenth century. Adam's sister was married to William Robertson, one of the leading Scottish historians of the day, whom Adam entrusted with the publishing of his book upon arriving home in 1759. However, his *Ruins of the Palace of Diocletian in Spalatro in Dalmatia* was not printed until 1764 in London, and a translation the same year in

Venice. This expensive folio-edition was dedicated to King George III. The first copy, presented to the king himself, is now in the British Museum. It is assumed that 500 copies were originally printed.

Chapter Two is a brief historical survey of Dalmatia. 'What country, friend, is this?' asks Viola of the ship's captain in Shakespeare's *Twelfth Night* when they are cast (like Richard the Lion Heart) upon the shore after a terrible storm, upon which she is told, 'It is Illyria, lady'. And since then a number of Shakespearean scholars have tried to show what part of the Dalmatian coast Shakespeare had in mind: eastern Mediterranean or east coast of the Adriatic, known as Illyria in ancient times. This chapter is divided into several subsections: *Roman Dalmatia, The arrival of the Croats, Rise of the Republic of Venice, The advance of the Ottoman Turks, French interlude and Dalmatia within the Habsburg Empire, The position of the Croats, Re-emergence of Illyrian ideas, and The first and second Yugoslavias*. In writing this fifteen-page historical note on Dalmatia, Sonia Wild Bičanić mostly drew on the information and data written in English by Gardner Wilkinson, T.G. Jackson, and Ivo Goldstein (*Croatia, A History*, London, 1999).

The following chapter is devoted to Sir John Gardner Wilkinson (1797-1875), a respected Egyptologist and a Fellow of the Royal Society, and his two best-seller volumes of *Dalmatia and Montenegro With a journey to Mostar in Herzegovina and Remarks on the Slavonic nations, The history of Dalmatia and Ragusa, the Uscocks &c&c&c*, London, 1848. Travelling to countries 'not generally known or visited', Gardner Wilkinson focuses his attention on people and customs, history and language, showing great sympathy for the Slavs and animosity towards the Turks. He started his voyage down the coast, sailing round the Istrian peninsula from Trieste to Rijeka (Fiume), his first real stop. He describes the old castle of Trsat, property of the Irish Count Laval Nugent (1777-1862), Austrian Field Marshall and Croatian patriot. His remarkable military and

political position brought him into contact with the outstanding Croats, including the partisans of the Croatian National Revival, and later with the Ban Josip Jelačić. Nugent became the owner of considerable property in Croatia, besides the Trsat Castle in Rijeka, three more castles, which he had restored and in one of which he died. The steamer route took Gardner Wilkinson past the islands of Rab and Krk, recalling the history of the famous yet infamous Uscoacs of Senj, brave sailors who acted against the great powers of Venice and the Ottoman Empire. His interest in them was probably part of his general interest in the resistance of small power against great ones, remembering the feats and conquests of the British sailors against the Spaniards in the sixteenth century. Gardner Wilkinson's first long stop was in Split, under Austrian authority at the time yet friendly to foreigners, especially British. He dedicates more space to Trogir, one of the oldest settlements in Dalmatia, originally a Greek colony, and its monuments. During his excursion into the interior, until recently Turkish territory, he travelled up the river Krka to Knin and Sinj, and returned to Split via Salona. One of the stages of his journey was the Franciscan Monastery of Visovac, where the monks greeted him with great hospitality. Gardner Wilkinson was interested in the economy of the regions through which he passed, and with his Egyptian background, he was aware of the importance of water management and drainage. In this respect, he criticizes the Austrians for doing little or nothing in improving the agricultural conditions of this backward inland region. In Sinj, Gardner Wilkinson attended the Sinj Alka, a horseback tournament marking the victory over the Turks in 1715, still held every August. Apart from the actual travel accounts, this British traveller showed interest in the 'distinguished natives of Dalmatia', who had played an important part in wider historical, scientific, political and religious life than just of their own region.

Gardner Wilkinson provides a list of thirty distinguished natives of Dalmatia, including two Roman Emperors (Claudius Gothicus and Diocletian), two popes (St Caius and John IV), St Jerome, two scientists (Marin Getaldić and

Ruder Bošković). His list also contains the name of the humanist and writer Marko Marulić. The figure that had caught his special attention was that of Marc-Anton de Dominis (1560-1624), a humanist and scientist descended from a noble family of Rab, whose work was recognised by Isaac Newton. De Dominis has added interest for the British, as he resided for a time in England, was received at the court of King James I, and was for a time Dean of Windsor. His scientific experiments, coupled with scepticism concerning the Church doctrine, led him into conflict with Vatican. Presumably poisoned, he died in prison in 1624.

The island of Hvar was where Gardner Wilkinson stopped next, followed by Korčula, the island of the celebrated traveller Marco Polo. After Korčula, he went to Dubrovnik, a city much longer known in travel literature published in Britain than any other place on the eastern Adriatic coast. Dubrovnik-born Ruđer Bošković was one of those names on Gardner Wilkinson's list that he had underlined twice. Mathematician, physicist, astronomer and philosopher, Bošković was a scholar of European reputation. Apparently, his only portrait was made in England. Sonia Wild Bičanić draws on the book of Rudolf Filipović *Englesko-hrvatske književne veze / English-Croatian literary connections*, Zagreb, 1972. She cites some of the first accounts of Dalmatia, particularly Dubrovnik, published in Britain: Richard Hakluyt, *The Principal Navigations, Voyages, and Discoveries of the English Nation*, London, 1589.

Chapter Four depicts the arrival of Alan A. Paton, geographer, historian and informal adviser to the British government of the nineteenth century, in Dalmatia. Unlike Adam and Wilkinson who reached Dalmatia by sea, Paton came by land across Velebit. The purpose of Paton's trip was to study the material resources of the Austrian Empire with which Britain had recently entered a trade agreement. The results of his visit to the Austrian ports on the shores of the Adriatic were published in a four-volume work *Hungary and Transylvania, Dalmatia and*

*Croatia, Serbia and Bulgaria*, London, 1861, its second part being entitled *Highlands and Islands of the Adriatic*. After his dramatic drive down Velebit, Paton went to Šibenik where he did not stay long before taking the steamer down the coast. As a geographer, Paton is interested in the 'operation of the currents and winds' in the Adriatic, which he describes in his account. On his way down the coast Paton made short stops at Split, Hvar and Korčula. Paton fell in love with Korčula. He brings enchanting descriptions of the island's luxuriant landscape and vegetation.

Paton's accounts include a considerable amount of economic information, which was the original reason of his visit, as well as the descriptions of the cultural and social life of the places he visited. Unlike Adam or Gardner Wilkinson, wherever he went, Paton made a lot of local friends and included the information obtained from his ordinary conversations. Exploring the streets of Korčula around the cathedral, he came upon the Arneri Palace. A beautiful bronze knocker on the door caught his attention, the same knocker for which Edward VIII, while sailing in the Adriatic with Mrs Simpson, was ready to exchange for the knocker's weight in silver. Today the knocker is in the local museum. After Korčula Paton sailed to Boka Kotorska and Montenegro, but eventually returned to Dubrovnik where he spent a considerable time, being introduced to a host of the leading personalities in society, scholarship, the army and the Church. He became friendly with some of the old aristocracy still possessing the old 'palazzos' and gardens, once 'realms of literature' and poetry. The author stresses that the first collection of Dubrovnik sonnets in Croatian was published in 1507, fifty years before the publication of *Tottel's Miscellany* (1557), the first collection of Elizabethan sonnets. During his stay in Dubrovnik, Paton visited the cave of Marin Getaldić, in which this famous mathematician, astronomer and natural scientist of the seventeenth century performed his experiments. Unlike Ruđer Bošković, Getaldić played an important part in governing the

city. Paton imagined a different future for each city that he visited, saying that Dubrovnik, from its literary tastes and cultivated manners ought to be the seat of a university and learning. Paton continued his journey through the Neretva valley, Opuzen, Metković, and back to Split, completing his travels with an excursion to inland Dalmatia—Klis, Sinj and Vrlika. He finally descended to Zadar.

The fifth, most extensive chapter is devoted to Sir Thomas Graham Jackson (1835-1924), architect, painter and restorer, who visited Dalmatia several times, Zadar in particular. He illustrated his three-volume work *Dalmatia the Quarnero and Istria*. Before its publication in 1887, he gave a lecture on Dalmatia before the Royal Institute of British Architects, illustrating it with his own sketches and drawings. The latter were recently exhibited at the gallery of the Croatian Embassy in London, occasioning the launching of a new edition of Jackson's travel accounts: *Recollections—The Life and Travels of a Victorian Architect*, London: Unicorn Press, 2003. As of recently, his illustrations have become the property of the City of Split. This chapter is entitled: *Dalmatia the Quarnero and Istria With Cettigne in Montenegro and Island of Grado*, in three volumes, Oxford, 1887. Jackson differed from other travellers. He visited Dalmatia more often (four times), stayed longer and left a permanent memorial there in the form of the bell-tower of the Zadar Cathedral, for which he provided the plans. He travelled with his wife, some of whose observations he included in his books. Jackson provides most exhaustive descriptions and illustrations of Zadar, Šibenik, Split, Hvar, Korčula and Dubrovnik, the focus of this review being on Dubrovnik. Thomas Jackson was among the leading architects of the late nineteenth century. He was especially influential in Oxford, having provided the plans for restoration for no fewer than fourteen Oxford colleges. He produced the first detailed guide to the architecture of the Eastern Adriatic, unsurpassed to date. Considering it one of the most interesting buildings in Dalmatia, he made a special study of the Rector's Palace.

Chapter Six describes the life and travels of Ann Bridge, one of the most popular early twentieth-century English novelists. Ann Bridge was actually the pen name of Lady Mary Doling Sanders O'Malley. She was the author of 17 novels, several of them bestsellers. Her *Illyrian Spring*, London, 1935, reprinted several times, is being dealt with in this chapter. Ann Bridge was more like today's visitors and tourists to Dalmatia. Her husband was a diplomat in Belgrade and she travelled down the Dalmatian coast partly for pleasure and in part to write a novel about it, as she did for a number of other places where her husband was appointed (China, Albania, Portugal, Hungary, and Poland). Like Shakespeare, Ann Bridge uses the ancient word for Dalmatia—Illyria. From a sudden encounter in Venice, the main characters of her *Illyrian Spring*, Grace and Nicholas, two artists and nature lovers, drift down the Adriatic coast in search of freedom and artistic fulfilment. Most vivid descriptions of landscapes and particularly vegetation with a scrutiny of a passionate botanist fill the pages of this novel. Reproduced is Celestin Medović's 'Spring flowers beside the Sea' in support of Ann Bridge's insightful botanical descriptions.

The last chapter is entitled *Vis and its special connections with Britain*. Vis or Issa probably was the first Greek colony in the Adriatic. T.G. Jackson also described the island, while Paton left a stirring account of the battle of Vis in 1811. At the beginning of the nineteenth century Napoleon's hold on Europe still seemed absolute, including on the western and eastern shores of the Adriatic. But in 1805 the Battle of Trafalgar, which the British navy under Nelson so decisively won, greatly altered the balance of power in the Mediterranean. One of the British flotillas fighting the French and Italians in the Mediterranean was commanded by William Hoste, a young man of barely 28 years old, who chose Vis for his base of operations in the eastern Mediterranean. Thus under the protection of the British navy the island became not only a strategically placed naval port, but also an important European trading centre to east and northern Europe for goods from Britain.

Indeed, smuggling from Vis to the Dalmatian mainland became a lucrative way of life. The Napoleonic naval commanders decided that the British must be driven out of Vis, and in Ancona an Italian naval squadron was assembled under the French commander De Bourdieu to achieve this goal. Since they were flying English flags, the ships entered the harbour without opposition. They did a great deal of damage to vessels of all kinds lying at anchor, plundered the warehouses and took as prizes several ships with valuable cargoes, but when three fishermen entered the harbour bringing Commodore De Bourdieu the news that Hoste was seeking to engage him and might appear at any moment, the French re-embarked their troops and withdrew to Ancona taking their prize ships with them. Thus ended the first act of the battle. Unaware of the real balance of his forces in the Adriatic, Napoleon believed that he was strong enough and demanded that the Franco-Italian navy should gain control of the Dalmatian islands, beginning with Vis, which had by this time become an important British naval and trading stronghold. When De Bourdieu saw how small the enemy force was he decided not to try and enter the harbour, but to attack the British. Orders were issued from his flagship but the wind made the exact reading of the flags difficult. The only order that the French were able to understand was to proceed under full sail, which they did in a totally disorganised fashion, entering the battle one after another. The British sailed in close formation and this made their victory decisive.

The British decided to take permanent possession of Vis and in April 1812 a strong force, including men-of-war, transport ships and gunboats, sailed into the harbour, bringing with them as military and civil commander Governor George Duncan Robertson. They set about fortifying the island with barracks for a permanent garrison. The corner stone was laid for Fort George (after the English king) at the western entrance of the harbour, the small island at the entrance was named Hoste (and still is). On other locations towers were built and called after Bentick, commander of the British

Mediterranean fleet, and governor Robertson. On the eastern side Wellington fortress controlled an important sea passage. The work went very quickly and these fortifications were completed in 1813. British control of the island lasted until 1815, when Napoleon was defeated and by the Treaty of Berlin Austria became ruler of Dalmatia and the British handed Vis over to them. The years of British rule were sometimes referred to as the 'British Years', and were extremely prosperous. In a letter to his mother Hoste wrote that if he remained in the Adriatic two more years, he could save enough money to ensure a pleasant life for his whole family. Supplemented in this chapter is a drawing of Captain Hoste from the Croatian History Museum in Zagreb. In merely two to three years the little settlement of Vis, with one thousand inhabitants, grew into a town of 12,000 people. Out of this number as many as 7,000 were foreigners, mainly merchants, attracted by the most varied colonial goods from all parts of the world, but also by cheap goods plundered by pirates and marketed on Vis in collusion with the British.

The next time a special relationship came into existence between the British and Vis was at the end of the Second World War. The Allies had been giving assistance to the Yugoslav Partisans led by Marshal Tito even before the capitulation of Italy, and after the Italian surrender in 1943, Vis became an important link in the Allied chain of command in the Adriatic.

Brigadier Fitzroy Maclean played an important role here, which he described in his book *The Balkan War*. Sonia Wild Bičanić adds that the allied troops and the partisan fighters managed to find time for recreation, playing football or waterpolo. The Split Hajduk football team treasure a photo of their match against the Queen's Regiment, which they won 7:1, and with which the book is illustrated. After the war ended Vis for many years was off bounds to any but the Yugoslav army. There were a number of British graves on the island and one of the duties of the British Consul General in Zagreb was to visit these regularly, which he did under considerable escort. Not until Croatia became independent was Vis once more open to the public. The author notes that the present-day British in Vis have a good reputation in renovating and restoring the old houses, better than any others who buy property on the island.

This book is a welcome reading for those studying English and English literature, literature in general, history, architecture, art history, conservation and restoration, tourism, ethnology and anthropology. A thorough knowledge of the historical and artistic heritage, literature and civilisation of Great Britain, along with profound respect and assessment of the historical and artistic heritage of Dalmatia have contributed to this very valuable book on the British-Croatian connections.

Lia Dragojević