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Chapter 1 : The Yugoslav Question With Special Regard to the Coasts of the Adriatic

The Yugoslav Question With Special Regard to the Coasts of the Adriatic by Unknown Author. The Yugoslav Question With Special Regard to the Coasts of the Adriatic.

This was done "to exorcise the old demons of [i. On 9 November the Italian flag was raised on all remaining vessels in Pula. The sailors there cut up their Austro-Hungarian ensignsâ€”to prevent them from being taken by the Italians as trophiesâ€”and distributed them as souvenirs. That same day, at an inter-Allied conference on Corfu , the Italian diplomat Ugo Conz retorted to his British colleagues, "There can be no fleet where there is no state. There can be no Yugoslav fleet as long as such a state has not yet been founded or as long as peace has not been definitively concluded. Order was kept by the local militia, which was often unreliable, and by Serbian troops which had begun to garrison the area in small numbers. This arrangement was supported by the Americans, but "[b]y early , disturbed local conditions forced the [Naval] Committee for the Adriatic to circulate four armed inter-allied patrols night and day throughout the area under the command of the American admiral. In several towns the Americans posted notice that they would protect the lives and property of Dalmatians against any Italian injustice. This latter sort of propaganda was the most effective means of keeping the peace, since the American admiral had to rely on Serbian troops for garrisoning the interior. The first effort to bring American naval forces in the Adriatic home took place in December The Italian ambition to receive these vessels led to the decision to retain American ships in the Adriatic longer. Negotiations[edit] The negotiations attending the Adriatic Question at the Paris Peace Conference may be divided into three periods based on the dominant Italian personality of the time: Croats formed the majority in the rest of the peninsula, with Slovenes in the north The Trieste-Pula railway was deep in ethnically Croat territory From January until June negotiations were dominated by Baron Sidney Sonnino , the Italian Foreign Minister, who divided and conquered his allies, forcing Britain and France to acquiesce in the Treaty of London and endeavouring to negotiate directly with America from a position of strength. At the same time he whipped up the Italian people with nationalistic propaganda. The nationalist fervour he had stoked, however, broke into open violence in Fiume, where, on 6 July , an element of the Italian population massacred some of the occupying French soldiers. Trieste and Pula, with the railway connecting them, lay on the Italian side; Fiume and Ljubljana Laibach , with the railway connecting them, on the Yugoslav. The Yugoslav fleet , inherited from Austria-Hungary, was to be reduced, and the area of the frontier demilitarised generally. The main American objection at the time was that the buffer state denied its inhabitants the right of self-determination. He was the driving force behind the memorandum of 9 December, signed by American, British and French delegates. This statement denied the Italians Fiume and most Yugoslav islands and even restricted their mandate over Albania. This memorandum was quickly abandoned by the British and French, whose prime ministers signed a compromise with their Italian counterpart on 14 January without American participation. Therein it was agreed to concede Fiume and a coastal strip to Italy and in exchange hive off the northern part of Albania and give it to Yugoslavia. On 26 February, Clemenceau and British Prime Minister David Lloyd George published a note offering to disavow the January compromise and suggesting that the memorandum of December be similarly sidelined. The Yugoslav delegation, in a memo dated 14 January , was in favour of an independent Albania free of foreign influence, but if that should not be feasible the delegates favoured territorial concessions to Yugoslavia in the north. The Allies were already content to recognise an Italian mandate over central Albania and Yugoslav rights of transit through northern Albania, with the attendant right to build and operate railroads on its territory. The Allied governments gave King Nicholas I of Montenegro an income, but by the end of the British and the French had become convinced that he was responsible for the surrender of his army and were refusing to countenance an independent Montenegro after the war. Italian policy favoured the restoration of Nicholas and immediately after the Austro-Hungarian armistice army and navy troops were moved up the Montenegrin coast in order to keep order pending the return of Montenegrin

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royal self-government. The French refused to allow Nicholas to return, and lent their support to the Montenegrin Yugoslavists. Clashes were frequent between the last two. The Italians armed and transported the royalist rebels, and spread propaganda about Serb actions in Montenegro. On 20 July the Yugoslav army attacked some Montenegrin royalists seeking Italian protection in Kotor and several were killed. In a secret cable of 29 July Tittoni claimed that the Yugoslavs were willing to recognise an Italian protectorate in Albania if Italy would give up any claim in Montenegro. The supporters of Montenegrin independence argued that the Assembly was a fraud perpetrated by Serbian conquerors, who had endeavoured with French connivance to eliminate Montenegro since its defeat. Other parts of the Treaty of Rapallo were supposed to solve the dispute between the Kingdom of Italy and the Kingdom of Serbs, Croats and Slovenes renamed Yugoslavia in It included Italian annexation of parts of Carniola, several Adriatic islands, and the city of Zadar Zara. For a biography of Johnson, see Walter H. Methuen, , " Mutiny in Comparative Perspective, ed. Jane Hathaway Westport, CT: Greenwood, , "

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Chapter 2 : Project MUSE - Yugoslavia's Sunny Side

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**FREE* shipping on qualifying offers. This work has been selected by scholars as being culturally important, and is part of the knowledge base of civilization as we know it.*

Prices include airfare, airline taxes, fuel surcharges, and departure fees. Overview Full Screen Print Situated along the exquisite Adriatic Sea and at the crossroads of Europe and the Balkans, Croatia and Slovenia showcase charming towns that reflect a blend of cultures, plus pristine parklands and coastlines, and many World Heritage sites. Highlights Include Lake Bled and Ljubljana: Later, explore Plitvice Lakes National Park with its string of 16 turquoise-colored lakes and dazzling waterfalls. Highlights of this spit of land include Opatija, once the seaside resort of Habsburg princes; Pula, with its Roman amphitheater; and Rovinj, a charming Venetian port. Delight in the many treasures along this legendary coastline. On the island of Hvar, see the lingering influence of the Venetians in its 17th-century squares. Walk along the medieval city walls of Dubrovnik, then continue through the Old City to visit many of its treasures. Tonight meet your Smithsonian Journeys Expert and fellow travelers and learn about the journey ahead as you gather for a briefing and welcome dinner. Enjoy the remainder of the day at leisure, then dine at a local restaurant this evening. Dine tonight at the hotel. After free time here for lunch on your own, continue to Opatija, the seaside resort where Habsburg princes once vacationed. At various times a vassal of Venice, the first Austro-Hungarian Empire, Fascist Italy, the Yugoslav Federation, and finally, Croatia, Istra, as it is known, boasts an interesting history, mild Mediterranean climate, lovely scenery, and good wines. Your first stop is in the port of Pula, where you visit the well-preserved remains of a Roman amphitheater c. After returning to Opatija late this afternoon, dine together tonight at a local restaurant. Then continue to nearby Moscenicka, a one-time fishing village that now draws visitors to its tranquil port and beautiful pebble beaches. After lunch together, return to Opatija where the remainder of the day is at leisure amid the Belle-Epoque architecture and atmosphere. Late afternoon depart for Trogir, arriving early this evening in time for dinner at the hotel. As you see on your guided tour, the palace, and eventually its ruins, formed the historic heart of picturesque Split. Upon arrival, travel by coach to lively Hvar town, where you spend the next two nights. Dine tonight at a local restaurant just a short walk from the hotel. Return to your hotel for lunch and an afternoon and evening at leisure. B,L Adriana Hotel Hvar Day 12 " Hvar and Dubrovnik Continue your journey south today, leaving Hvar for the mainland then traveling along the scenic Dalmatian Coast to popular and beloved Dubrovnik, reaching your hotel late afternoon. This evening is at leisure for you to get your first look at this medieval gem and to enjoy dinner on your own. Begin with a walking tour around the city walls, whose original ramparts and bastions date to the 12th and 13th centuries. Dubrovnik itself was founded in the 7th century. Then continue through the Old City, paying a visit to the stately baroque cathedral c. Return to your hotel for an afternoon at leisure or time for independent exploration. From the medieval Old Town to the contemporary city with its Mediterranean accent, Dubrovnik offers discoveries aplenty. Then set out late this afternoon for a special highlight " a farewell dinner with a local family whose home overlooks Dubrovnik. B,D Day 15 " Depart for the U. This morning transfer to the airport for your return flights to the U. B Included meals are denoted as follows:

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Chapter 3 : VIS - Military tunnels of Vis, Croatia | Conte Adriatic

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Origins[edit] In mid-to-late , as World War I drew to a close, the Austro-Hungarian Empire began to break apart, and local committees began assuming responsibility for administration from the central government. In October , the self-proclaimed National Council of Slovenes, Croats and Serbs was established in Zagreb , and later that month there were discussions between the Austro-Hungarian Navy and representatives of the National Council regarding the future of the Austro-Hungarian fleet. There was even an exchange of delegates between the National Council and the Austro-Hungarian naval staff in Vienna. On 30 October, the Austro-Hungarian naval staff directed its commanders to hand over all naval and riverine vessels to representatives of the National Council. The following day, the Emperor Charles ordered the handover of all naval vessels, establishments and fortresses to the National Council. Its naval provisions included a requirement that Austria-Hungary hand over the bulk of its naval vessels to Allied and United States control and disarm the remainder. Included in the handover were 42 modern warships and submarines. Italy immediately began to occupy the former Austro-Hungarian coast and offshore islands, and demanded the handover of the vessels then under the control of the National Council. Koch requested authority to retain control over four destroyers , but this was denied by the Allied Naval Council. Later that month, the Italians convinced the Allied Naval Council to force the remaining crews off most of the vessels. By January , there were a total of 35 former Austro-Hungarian vessels in port which had a total of Yugoslav crew members aboard. During that month, the Italians finally disembarked all remaining crew from former Austro-Hungarian vessels, leaving the nascent KSCS Navy without any ships. The unrealistic demands of the KSCS in this regard contributed to their lack of success. For example, in April , the KSCS asked for control over four cruisers , 17 destroyers, 27 ocean-going torpedo boats , and 20 submarines. Rebuffed, in May the KSCS reduced its claims to two ageing cruisers, six destroyers, 24 torpedo boats and four submarines. Even this more modest demand was rejected. The remainder were Serbs , or non-Slavs such as Germans. Their former ranks were recognised and, initially at least, rank insignia and regulations were adopted from the former Austro-Hungarian Navy. By , the KJRM consisted of officers and about 3, men. The number of officers had more than halved since the end of , largely due to disillusionment. To fill the looming shortfall, around 20 graduates from each of the and classes of the Yugoslav Military Academy in Belgrade were sent to the KJRM. All entrants to the Naval Academy had to be between 17 and 20 years of age, and graduates of high school or similar nautical school. A gunnery school was established at Meljine in the Bay of Kotor. Later that month a Naval Command was established, based in Zemun , near Belgrade. Kumbor ex-Kronprinz Erzherzog Rudolf had been sold for scrap in , and three of the minesweepers were disposed of in , as were the four hulks. The four river monitors remained in service, as Vardar, Drava, Morava and Sava respectively. They were supported by two motor patrol boats and three river tugs. It was home to the Tivat Arsenal, a naval yard which was expanded to repair and overhaul larger vessels; it included two floating docks, one of 2, long-ton 2, short-ton and one of 7, long-ton 7, short-ton capacity. The apprentice school and diving school were also established there, along with the main supply base. A 2, long-ton 2, short-ton capacity floating dock was acquired for the private Yarrow Adriatic shipyard at Kraljevica , and a subsidiary of the French Ateliers et Chantiers de la Loire shipyard was established at Split , equipped with two more floating docks, one of 1, long-ton 2, short-ton , and one of 8, long-ton 9, short-ton capacity. The riverine vessels were usually repaired at the Novi Sad subsidiary of the Arsenal, and overhauls were completed at Sartid Works in Smederevo. A Navy League Serbo-Croatian: She was refitted at the Tivat Arsenal prior to commissioning. Over the next two years, two further submarines were brought into service, the French-built Osvetnik class , which consisted of Osvetnik and Smeli. The submarine flotilla was based at Tivat, supported by the depot ship Hvar ex-Solun , acquired in Between and , a number of former Austro-Hungarian vessels were discarded, including the four

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Kaiman-class torpedo boats. In the same year, the 1, long-ton 2, short-ton seaplane depot ship Zmaj was acquired from Germany. Also in , the former Austro-Hungarian water carrier Najade, now named Sitnica, was re-employed as an auxiliary for the submarine flotilla, despite its lack of a workshop for repair work. By that time, the Yugoslav fleet consisted of the light cruiser Dalmacija, the eight t-class seagoing torpedo boats, the two Uskok-class MTBs, four submarines, six Galeb-class minetenders, one minesweeper, the submarine depot ship Hvar, the training ship Sitnica, two yachts Vila and Lada, and five tugs. The riverine flotilla consisted of the four monitors and the river auxiliary Srbija. In total, the navy comprised officers and 2, men, with a naval reserve consisting of officers and men. Less than half of the officers were former members of the Austro-Hungarian Navy, and 49 officers had graduated from the Naval Academy. The appointment of a chief of the Maritime Air Force signified the separation of naval aviation from army control, with a strength of around 1, officers and men, of whom about 80 were pilots. Around naval aircraft were in service. The KJRM decided to build three such flotilla leaders, ships that would have the ability to reach high speeds and with a long endurance. The long endurance requirement reflected Yugoslav plans to deploy the ships into the central Mediterranean , where they would be able to operate alongside French and British warships. The onset of the Great Depression meant that only one ship of the planned half-flotilla was ever built. The following year, a new German-built long-ton short-ton brigantine sail training ship, Jadran was acquired, [16] and Wickerhauser retired and was replaced by Vice-Admiral N. In , the KJRM decided to acquire three such destroyers to operate in a division led by Dubrovnik. By the end of that year, the KJRM consisted of 27 surface combatants, four submarines, and around a dozen auxiliary vessels, crewed by a total of officers and about 5, men. The yacht Lada had been disposed of, as had the minesweeper D2. However, in the only vessels ready for war service were Dubrovnik and the four submarines, and the navy was only considered capable of patrol duties and coastal surveillance, minelaying and minor raids against enemy shipping. He further stated that higher-level commanders appeared discouraged at the poor position of the navy due to its inadequate budget. He concluded that the fleet was in very good condition considering its funding. Considerable effort was made to bring the fleet to sound seagoing condition, with a refit of Dalmacija. Dubrovnik was considered to be in good repair, but the two French-built submarines needed constant work. The eight new Orjen-class MTBs were found to be unseaworthy in rough conditions, but satisfactory in fair weather. A Balkan Naval Conference was conducted in the same year, during which the Chief of the Naval Staff declared that in case of war, the Yugoslav fleet would concentrate on coastal defence, except for occasional submarine forays. The Maritime Air Force could field a total of 40 aircraft, but only the 12 Dornier Do 22s and 12 Dornier Do Js were considered to be of any value in modern warfare. Dubrovnik visited Alexandria, Beirut and Corfu in August She was raised and placed in dry dock at the Tivat Arsenal for repairs. Yugoslav order of battle prior to the invasion of Yugoslavia A Malinska-class minelayer underway On the eve of the German -led Axis invasion of Yugoslavia , the KJRM comprised 41 combatant ships and 19 auxiliaries, effectively divided into ships capable of offensive and defensive tasks, and ships intended for peacetime training, logistics and minelaying tasks. Of the submarines, only the two French-built ones were considered fully combat-ready. The latter category consisted of Dalmacija, six Galeb-class minelayers, six t-class torpedo boats, five Malinska-class minelayers, and the training and auxiliary ships Jadran, Zmaj, Hvar and Sitnica. The Maritime Air Force consisted of seaplanes, of which were combat-capable, the remainder being training aircraft. Although torpedo-capable aircraft were in service, no air-launched torpedoes were available. One was the failure to subordinate the Naval Surveillance Command to respective sectors of Naval Coastal Command, and another was giving responsibility for two sectors of Naval Coastal Command to what were essentially training establishments. From early morning, Italian and German aircraft attacked the naval facilities at Split and the Bay of Kotor. Their attack damaged a Do J flying boat, but one of the Italian aircraft was shot down by anti-aircraft fire, while another two were damaged. Shortly after this more Italian bombers unsuccessfully attacked the Tivat Arsenal, suffering three aircraft damaged in the attack. One Do 22 pilot located an Italian convoy crossing the Adriatic and despite heavy anti-aircraft fire attacked it twice without result. The attack

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was to be coordinated with the 12th Infantry Division Jadranska and two combined regiments Serbo-Croatian: One Do 22 attacked an Italian tanker off Bari , claiming a near miss that the Yugoslav crew believed to have caused some damage. Early in the morning of 12 April, a squadron of German dive bombers attacked the Yugoslav monitors on the Danube. During the attack, anti-aircraft gunners on the monitors claimed three dive bombers shot down. The remaining three monitors were scuttled by their crews later on 12 April as German and Hungarian forces had occupied their bases and the river systems upon which they operated. She was completed by the Yugoslav Navy after the war. Ljubljana was wrecked on a shoal near the Gulf of Tunis whilst in Italian service in April , and Dalmacija entered German service with her previous German name Niobe, but was soon transferred to the Croatian navy as Zniam. Dubrovnik and Beograd were not sunk by Allied forces until April and May respectively. The post-war Yugoslav Navy drew its insignia and traditions from the Partisan naval forces that evolved from armed fishing vessels operated along the Adriatic coast from late , so few of the traditions of the KJRM were carried over to the post-war navy. Navy Headquarters consisted of the staff, archives, main naval radio station and the navy newspaper, and controlled six branches; the fleet, River and Lake Forces, Maritime Air Force, Coastal Defence Command, Naval Surveillance Command, and shore establishments. The exact composition of the fleet varied considerably as vessels were added and disposed of, but from it usually comprised three torpedo divisions, a submarine division and a training squadron, reaching its maximum strength during the summer training period each year. The minelayers were usually part of the Coastal Defence Command, but were detached to the fleet during naval exercises, as were naval aviation squadrons. The Maritime Air Force consisted of three seaplane commands each of two groups, the naval aviation school and the seaplane depot ship Zmaj. All other naval establishments would remain under the control of the Navy Section of the Ministry of Army and Navy. There were a few exceptions to these general arrangements. In case of mobilisation , the navy would need to requisition about sea-going and 25 river vessels.

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Chapter 4 : Royal Yugoslav Navy - Wikipedia

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Italy and the Kingdom of Serbs, Croats and Slovenes from the official name was Yugoslavia were strongly resolute in gaining their territorial claims and a compromise was very hard to reach. After the armistice, tensions between the two countries rose and there was the possibility of an armed conflict. Hostilities especially intensified after Italy occupied the former Austro-Hungarian ethnically mixed territories, where the Slovenes and Croats composed over half of the population and which had been promised to Italy by the Treaty of London on April 26. Two years after weary discussions, the settlement of the Adriatic issue was reached by direct negotiations between Rome and Belgrade, with the Treaty of Rapallo, on November 12. The Adriatic Sea had a great strategic value for Italy, especially its eastern coast. On the western Adriatic flat shore, it was impossible to build fortifications or protected naval harbours except at the two extremes of Venice and Brindisi and it was unsuited for defence, while the eastern coast had better conditions for defending, being protected by numerous small islands, which formed a perfect curtain of canals to hide a whole fleet and facilitate a war of ambush. In the spring-summer, relations between Italy and the Yugoslavs were still good. The so-called Pact of Rome, the outcome of the Congress of Oppressed Nationalities held in Rome in April, explicitly placed the unity and the independence of Italy and future Yugoslavia on the same footing and stated the desirability of an amicable territorial settlement between the two countries, on the basis of nationality and self-determination. The Pact gave the possibility to include minorities of one nationality within the frontiers of the other, with proper guarantees. In addition to this, on September 8, the Italian Government gave a statement declaring that: In the aftermath of the end of the Great War the Armistice of Villa Giusti was signed on November 3, and the collapse of the Austro-Hungarian Empire, the friendly Yugoslav-Italian relations changed. Already during the last part of the war, the Croats in Istria and Dalmatia started openly to support the Yugoslav ideology and the creation of a south Slav state outside the borders of the Habsburg Empire. The Croats, which according to the Italian propaganda were among the best fighters in the Austrian army and were agents of Vienna during the war, accepted the Serbian conditions for the unification of the South Slavs to ensure international protection from Belgrade and to counter the Italian aspirations for the control of the entire Adriatic Sea. Italy and the Kingdom of Serbs, Croats and Slovenes the South Slavic state was proclaimed on December 1, conflicted over the following territories: According to the Austrian census of 1910, there were more Slavs, than Italians living in these areas. The territories were inhabited by around 1,000,000 Slavs, Slovenes and 500,000 Serbo-Croats and around 1,000,000 Italians. The Italians claimed that the Austrian census was incorrect, because, according to them, it did not correspond with the figures given by the municipalities. The Italians accused Austria for openly favouring a larger number of the Yugoslav population. The census of December of the National Council of Fiume gave the following results for the town: Among the Allies, the Americans were convinced that the aim of the Italian policy on the eastern coast of the Adriatic Sea was to deliberately provoke tensions in order to create a pretext for military intervention. At the same time, the Italians were particularly suspicious of the Americans because their self-determination policy encouraged the Yugoslavs and curtailed the Italian aspirations. The following day, a Serb battalion entered Fiume, but after a compromise for the internationalization of the occupation was arranged, the Serbs consented to withdraw. Yugoslavs saw the occupation as the fulfillment of the Treaty of London and on the next day, the Zagreb Council issued a note against it to the governments of the Allies. Initially, the situation regarding the Adriatic issue between Italy and the Kingdom of Serbs, Croats and Slovenes was less strained and both sides were willing to give concessions. The Yugoslavs ceased to mention Trieste with the same insistence as previously and Orlando was willing to give up larger parts of Dalmatia, except Zara Zadar, if Italy gained Fiume. In February, the situation worsened. Italy reported the Croatian discontent with Serbia and the treatment of the Italians in the Yugoslav regions, while the Yugoslavs spread the rumors about the ill-treatment of the Italian

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troops towards the civilian population in the Italian occupation zone. Both sides claimed that they were the injured party. The Yugoslav offer was undoubtedly a skillful move. In addition to this, at the end of January, the first Report of the American Territorial Experts recommended that Fiume, a fundamental port for the Kingdom of Serbs, Croats and Slovenes, had to be given to the Yugoslavs, as well as the entire coast, from the Italian frontier in Istria to Albania, with all the islands. The Yugoslavs insisted that Italy had no right to claim Fiume. Fiume was of great economic importance to the Kingdom of Serbs, Croats and Slovenes: There was no reason for the Italians to claim the union of Fiume with Italy: On February 7, the Italian memorandum drawn up by Salvatore Barzilai, member of the Italian delegation, claimed Trieste, Gorizia, Pola Pula , Dalmatia and Fiume, the last one on the basis of the plebiscite held on October 30 by the Italian National Council of the town, which proclaimed the union of Fiume with Italy. The Italian reasons for the annexation of Fiume were also economic: In March, the Italian delegates began threatening to leave the conference unless Fiume was given to Italy. Fiume and the implementation of the Treaty of London. Orlando claimed the natural frontiers for reasons of defense and security. Dalmatia and the islands were demanded for the reasons of strategy and historic connection, but Wilson was resolute in his position: Lloyd George and Clemenceau again supported Wilson and pointed out that France and Great Britain intended to stand by their treaty obligations, if Italy adhered to hers, but that it was inconsistent for Italy to get Fiume and all the rest of Dalmatia. In Italy, Orlando received enthusiastic greetings; parades and demonstrations were held in many cities. The Italian nationalist press maintained a friendly tone towards America, but generally attacked Wilson, Lloyd George and Great Britain. Many publicists also saw a threat to Italy in the French good attitude towards the South Slavic state in order to neutralize Germany. On April 26, the National Council of Fiume decreed the annexation to Italy, but General Francesco Saverio Grazioli, the commander of the Italian troops, prudently declined to accept the offer in the name of Italy, declaring that he must wait a mandate from the Peace Conference Woodhouse , The Italian delegation was waiting for the opportunity to show its strenght. The delegates planned to return to Paris only if the Italian rights were recognised. However, the Italian enthusiasm rapidly turned into apprehension when it became clear that the work of the Peace Conference was not interrupted by the absence of the Italian delegation. The fact that the Italian delegates returned to the Peace Conference on May 6, made a compromise almost certain. The impression was that Loyd George and Clemenceau were ready to support the achievement of the Treaty of London, though Wilson had not changed his views on Fiume and Dalmatia. However, all the negotiations continued to fail and there were no definite settlements about the Adriatic issue the Peace Conference was primarily focused on the German Treaty. The Tardieu compromise failed, like numerous plans before and after it; nevertheless, it introduced the idea of a buffer state, the Free State of Fiume before the parties only spoke about a solution to trasform Fiume into a free city , which was a starting point for further discussions after the nomination of the new Italian government. On June 19, , in fact, the Orlando government was replaced. With the new government the situation changed and the agreement seemed to be within the reach. Tittoni resumed negotiations for a settlement of the Adriatic dispute. On August 12, he presented his first proposal: As a consequence, in Paris Tittoni changed his proposal: According to the proposal, Dalmatia had to go to the Kingdom of Serbs, Croats and Slovenes, except Zara, which would become a free city under the League of Nations, with guarantees for the Italian minority and economic interests in Dalmatia. The main point of this new project was to establish the territorial contiguity of independent Fiume with the Italian territory. Zara had to be independent under the protection of the League of Nations and the Dalmatian coast neutralized. The conflict still remained a dispute between Italy and the Allies, more than between the Kingdom of Serbs, Croats and Slovenes and Italy. This was confirmed again on December 9, , when the United States, Great Britain and France drew up a new memorandum hoping to reach an agreement. On November 12, , the dispute was apparently resolved by signing the Treaty of Rapallo,8 which annexed to Italy the Western part of Carniola, Istria, Zara and the small Dalmatian islands of Lussino, Cherso and Lagosta. From Trieste to Valona. La Jugoslavia dalla conferenza di pace al trattato di Rapallo, , Milano: Jadransko Pitanja na Konferenciji Mira u Parizu. Zbirka akata i dokumenata, Zagreb: Izvanredno

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izdanje Matice Hrvatske. The Just Claims of Italiy. The Question of the Trentin, of Trieste and of the Adriatic, n. Italy and the Yugoslavs, Boston: At the moment of entering into the war on the side of the Entente, Italy demanded the complete control of the Adriatic through the annexation of Dalmatia, but Russia, defending the interests of Serbia and the South Slavs, insisted that only Zara and Sebenico had to be given to Italy. Izvanredno izdanje Matice Hrvatske, , The Yugoslav state assured full and complete protection of life and liberty to all inhabitants of the Kingdom without distinction of birth, nationality, language, race or religion. III 24 marzo giugno , docc.

Chapter 5 : EOL 3/Pettan: The Croats and the question of their Mediterranean musical identity

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Chapter 9 : Pearls of Croatia and Slovenia | Smithsonian Journeys

The Yugoslav Question with. special regard to the Coasts of the Adriatic, I. Almost immediately after the fall of the West Roman Empire the Slavs were not only on the mainland of the Peninsula of.