

# ***Abstracts***

*DOMNA DONTAS*

## **LES ÎLES IONIENNES: LA CONVENTION DE 1800 ET LE TRAITÉ DE 1815**

L'existence politique des Sept-Îles Ioniennes, comme état indépendant et indivisible, a été sanctionnée par la Convention conclue le 21 mars 1800 à Constantinople entre la Russie et la Porte ottomane, mais soumis à titre de suzeraineté à la Sublime Porte, tandis que la Russie s'engagea à garantir l'intégrité de la nouvelle République. Le nouvel état fut reconnu par plusieurs gouvernements européens et, par le Traité d'Amiens de 1802, la Grande Bretagne se constituait garante de la Convention de 1800. Mais les événements de l'Europe ne tardèrent pas à arrêter le nouvel état dans sa carrière. Lors de la Paix de Tilsit en 1807 le Tsar Alexandre, forcé de subir la loi du vainqueur, cédait les Sept-Îles qui seraient possédées en pleine propriété et souveraineté par l'Empereur Napoléon.

La Grande Bretagne déclara alors officiellement à la Porte ottomane qu'elle refusait de reconnaître les transactions de Tilsit, car la Convention de 1800 n'avait jamais cessé d'être en vigueur et, en vertu du Traité de 1802, elle s'était constituée comme une des protectrices de la République Septinsulaire. Dès la signature du Traité angloturc des Dardanelles, en janvier 1809, les Britanniques occupèrent les six Îles Ioniennes Unies (à l'exception de Corfou), dont ils restaurèrent leur existence politique indépendante sur la base de la Convention de 1800. Le sort des Sept-Îles fut définitivement décidé par toutes les Puissances européennes dans le Traité de Paris de 1815, qui en fixe les détails.

*E.P. DIMITRIADIS - G.P. TSOTSOS*

## **TRANSPORT GEOGRAPHY AND LOCAL DEVELOPMENT IN THRACE DURING THE 19th CENTURY**

The process of development of Thrace during the 19th century, in the scientific framework of Historical Regional Geography and Transport Geography, is the main topic of the following essay.

This viewpoint is historically interesting, since during that period the crumbling Ottoman Empire played a double socio-economic role. On one hand is functioned as an exploitative and dominating force in the Balkans through

the Ottoman feudal system, while on the other it functioned as a semi-colonial regional force in relation to the powerful capitalistic European countries (mainly Great Britain, France, etc.).

Moreover, it is theoretically interesting, because it refers to the way in which a "virtual development" was created in the context of the introduction of European capitalism in a feudal environment. This introduction was also encouraged by the use of innovative forces, such as the railway, which was the new technology of that period.

The spread of development in the specific geographic region (settlement space) of Thrace is methodologically interesting due to the use or function of internal or external factors. Five factors, complementary to each other, are located, which relate to the phenomenon of the spread of development in the geographic region. The three basic factors, which are of interest to Human Geography because they are determined by and for society (internally or externally) are the following: (i) the socio-economic structure, which is spatially differentiated, (ii) the settlement space, and (iii) the transport network. Two secondary factors which are: (iv) the geopolitical structure, a particularly unstable factor in the 19th century and (v) the geographic space, which restrained (positively, negatively or neutrally) the development of the remaining factors (e.g. the settlement space, the transport network etc.).

The aim of this essay is to locate the zones of potential development in homogenous geographic units. The grouping or categorization of the zones is achieved by a table of their assessment (table 1). The table in the vertical columns includes the four factors of the supposed local development, which were mentioned above. These are: geopolitical, geographic, socio-economic and settlement structure, as they are differentiated in each zone with a positive, neutral or negative impact.

Simultaneously the fifth factor is also assessed, that is the transport network, the impact of which on development is estimated both before and after 1870 (when the railway was established). The last factor shows the geometrical proximity of every zone on the basis of the total transport system with an emphasis on the railway. The assessment (+, 0, -) of the factors in the vertical columns is done empirically and comparatively for each case (table 1).

The horizontal reading of the five factors gives us the total importance of the factors of the evaluation, on the basis of which the factors can be grouped into less or more developed. The result of the final assessment, vertically and horizontally, is the definition and description of the homogenous development zones in Thrace during the 19th century. Nine new zones of development appear (map 1). According to the data of assessment, zones number 7, 8, 9

follow the process of development positively (+), whereas the opposite is the case with zones number 2, 4, 6, which are still not developed (-). The rest of the zones are between these categories (towards + or -).

Meanwhile, some other conclusions could be drawn, which lead to the general view that the attempt at the modernization of transport in Thrace by the Ottoman state (external cause) towards the end of the 19th century did not result in the expected modernization of the settlement space, due to internal and, partly external causes, which were determined by the factors of local development. These causes had an important impact on the settlement space of Thrace in the 19th century.

*C. KISKIRA*

AMERICAN CHRISTIAN PENETRATION OF CONSTANTINOPLE SOCIETY  
IN THE LATE 19th CENTURY

The first community of American subjects in the Ottoman Empire, at the beginning of the 19th century, was made up of merchants and missionaries. Most of the missionaries, particularly those employed by the ABCFM, were dispersed among mission stations throughout the interior of Asia Minor and the Balkans from 1819 until 1931.

It is worth pointing out that until the 1890's the American missionaries were the only Westerners engaged in missionary work whose activities in the Empire were innocent of political motives. At that time America was far from Europe and not a member of the club of European Great Powers. It is interesting that during the period 1894-1914, as the US began to emerge as one of the Great Powers, american diplomacy is still wavering between legitimate support for the missionary effort and the emergence of US imperialist ideology.

The ABCFM missionary station in Constantinople (1831-1931) was one of the oldest of the Turkey Mission stations as well as the largest and the most enduring. From the last quarter of the 19th century, however, the work of the missionaries at the Constantinople station began to reach out beyond the small Evangelical community of the city (Protestant millet). Among the factors contributing to the more rapid penetration of the multi-ethnic society of the Empire by the missionaries were the circumstances prevailing in Ottoman society as a consequence of the Russo-Turkish war (1877-1878), the Armenian Question (1894-1896) and the liberal ideas known as Protestant Liberalism, which were increasingly common in Protestant Theology from the last quarter of the 19th century. Thus the ABCFM, like the other American missions, came

to rely more in its work on American cultural ideas (education, technology, philanthropy). It is obvious that the "American Christian culture" which was steadily gaining ground in the American missions over the two last decades of the 19th century, shared much of its inspiration with the ideology of imperialism.

Taking as its starting point and its centre the work of the missionary station in Constantinople from the end of the 19th century, the forces of "American Christian imperialism" turned their attention to a new cultural and social mission. Thus the missionaries initiated the first manifestation of american intervention in Ottoman society and more generally in the Middle East as a whole. In fact this was the first step along the road towards the spreading of the "american dream" to this part of the Globe.

A. L. MACFIE

BRITISH FOREIGN POLICY IN THE NEAR EAST, 1916-1922:  
QUESTIONS OF RESPONSIBILITY

David Lloyd George, the British prime minister, in the period of the First World War (1916-1922), has traditionally been blamed for the failure of Britain's Near Eastern foreign policy in the post-war period. But a note on the issue, drawn up by the cabinet, in October 1922, in the midst of the Chanak crisis, suggests that was not the case. Far from being the architect of Britain's Near Eastern policy, in the post-war period, and therefore by implication responsible for its failure, Lloyd George was throughout merely pursuing the policy laid down by the previous administration.

STAVROS T. STAVRIDIS

CONSTANTINOPLE: A CITY UNDER THREAT JULY 1922

This article will compare the press accounts of four major newspapers—the New York Times, The Times of London, The Age and Argus (Melbourne, Australia)—reporting of the Greek attempt to occupy the city of Constantinople in July 1922. It will also compare newspaper accounts with that of archival sources—manuscripts, published and unpublished documents.

These four newspapers were pre-eminent and had political influence in their respective countries. As important publications they attained their reputation through reliability and for presenting the most convincing image of government thinking. The élite members of society—civil servants, scholars, politicians, religious and business leaders read them.

The Greek threat to occupy Constantinople is a news-value event for three important reasons. Firstly, Constantinople was under British, French and Italian occupation as part of the provisions of the Treaty of Sevres; secondly it was the capital of the Ottoman Empire under the authority of the Sultan; and finally there was a possibility of conflict between Greece and the occupying powers in Constantinople. With the Greek-Turkish War 1919-1922 in a stale-mate situation, the Greeks considered the occupation of Constantinople as their last attempt to force the Kemalists into action. To their surprise, the allies were not prepared to allow them to occupy this city. The Allies took the Greek threat seriously by taking the necessary military and naval measures in order to forestall a Greek advance on Constantinople. The press articles on the attempted Greek occupation were anti-Greek in tone. This was due to King Constantine's pro-German sympathies during the First World War.

*PAVEL HRADEČNÝ*

CZECHOSLOVAK MATERIAL AID TO THE COMMUNIST  
"DEMOCRATIC ARMY OF GREECE" IN THE YEARS 1948-1949

One of the consequences of the 1948 communist coup in Czechoslovakia and the incorporation of this country in the Soviet block was the involvement of Czechoslovakia in granting material aid to the communist uprising in Greece. Like in the other communist countries the strictly clandestine operation of deliveries for the DAG was controlled and regulated by the Central secretariat of the CPCz considering the possibilities of Czechoslovakia's economy, the demands of the Greek rebel command and the commitments undertaken at consultations of the representatives of the communist parties of the Soviet block countries. In practical terms, however, it did not meet the expectations of the Greek communists nor the resolve of the Czechoslovak regime. Owing to a number of circumstances Czechoslovakia only delivered to the DAG between the Spring of 1948 to its final defeat in August 1949 free goods to the total value of a "mere" 750 millions Czechoslovak crowns, i.e. the then value of 15 million USD. A considerable amount of the initially promised supplies, including that which had already been dispatched from Czechoslovakia (e.g. 10 aircraft) never reached the Greek rebels.

*DONALD MAITLAND*BRITAIN AND NORTHERN GREECE IN THE TWENTIETH CENTURY.  
GREEK ACCESSION AND PROSPECTS FOR THE EUROPEAN UNION

In the 1970s the European Economic Community's "Mediterranean Policy" recognised that the countries of the Mediterranean were neighbours, significant trading partners and, in some cases, future Members. The Association Agreement between the EEC and Greece had been concluded in 1961. This paved the way for full membership. However, events in Greece in April 1967 obliged the Community to suspend the Agreement. The return to democracy in 1974 resuscitated the Association Agreement and Greece applied for membership in June 1975.

The EEC Commission had reservations about the application, but in the end recommended a positive response in January 1976. This was agreed by Ministers a month later. The subsequent negotiations succeeded in overcoming serious obstacles and the Treaty of Accession was signed in Athens in May 1979.

In the years since then the Treaties of Maastricht and Amsterdam have slowly moved the Community, now the Union, forward. A programme for the accession of new Members in southern and eastern Europe has been agreed and careful thought now has to be given to the role of the enlarged European Union in the future global village.

*PETER CALVOCORESSI*

## THE EUROPEAN STATE IN THE TWENTIETH CENTURY AND BEYOND

The author claims that the European state in the twentieth century and beyond is neither sovereign in any other than a technical legal sense nor is it national; that it aspires to be the one and pretends to be the other and that these illusions and delusions are malign. So these bogus characteristics are not the state's prime or essential feature, for its one inescapable feature is that it is a territorial polity.