

Kythera – Smyrna

The steamboat connection of two places in the 19th c. and their unknown dimensions

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Summary

The steamboat connection between Kythera and Smyrna (Izmir) in the 19th century is relatively unknown. Due to agricultural disasters (1850-60) immigration to Asia Minor started, mainly by the Austrian Lloyd. The agency used a still standing building and has a connection with Lafcadio Hearn.

The House with the sundial

The Cavallini House in Avlemonas Kythera is a fascinating building. It incorporates one of the two, surviving, sundials of Kythera.¹ It exists from the beginning of the 19th century. Initially it was known as the Darmaros House, as it was built before the 1800s by the namesake Kytherian family.² There is evidence³ that it was sold later to the brothers Lazaros and George Koudouriotis, of Hydra island.⁴ Finally the building was sold to Angelo Cavallini (1800-1886).

Angelo, a member of a noble Genoese family, was captain on one of the family ships. During recuperation from an injury he disembarked at the port of Kapsali, where he met Rosa Vidi,⁵ who nursed him. They married and had five boys and five girls. After the wedding Angelo acquired the Darmaros House, which he decided to renovate and expand. Working on it finished at 1827.⁶ The sundial was fashioned at the same date. The ground floor of the house operated as a business: Austrian Lloyd's agency, Customs house, consular of the Austro-Hungarian Empire and consular of the Kingdom of Greece. Angelo also operated as a ship supplier.

The house's location gives it an imposing aura. Characterized by broad lines, it creates a monumental effect. It consists of a ground floor, mezzanine and a first floor, facing south, incorporating the rock formation at the back, to the north. The stonework is attentive and the walls have not been reduced in height. The main entrance has a limestone arched lintel, lightly decorated, supported on pilasters, of a type encountered since the 1700s at the urban or common houses of Kythera.⁷ The sundial was incorporated using

¹ The other is a public one at the Hagios Charalambos bell tower in Mylopotamos.

² A prominent family of nobles and clergy, now extinct.

³ See: http://www.visitkythera.gr/gr/culture/articles/cavallini_house_history.html.

⁴ The Koudourioti family were renowned ship-owners whose fleet was influential in the Greek Independence War 1821-1829.

⁵ Rosa Vidi was probably Italian in origin.

⁶ There is a dedicatory plaque over the front entrance.

⁷ Usually noble houses have rectangular entrances with a lintel and coat of arms over it.

the lintel's arch. The windows have limestone frames on which the shutter hinge are placed.⁸ It contains an inner system of oven-fireplace combination and a rainwater collection system, which feeds a cistern. A small yard exists at the back, utilizing the opening between house and rock. The mezzanine and first floor are linked by staircase. We believe it is more of a town type of building of the later Venetian era, although it does remind the countryside noble houses from a morphological point of view.⁹ After Angelo's death in 1886 ownership of the house passed to his firstborn Spyros. The other son Giovanni had an interest in the family business but not in the house. Giovanni Cavallini¹⁰ was an advocate, agent of the Lloyd line and Austro-Hungarian consul and lived to Kapsali. This move had to do with the Lloyd's interests, since Kapsali port operated as the winter station, as well with his professional capacity as advocate which made necessary his living near the administrative center of Chora. Giovanni was the second husband of Roza Kassimatis, mother of Lafcadio Hearn. Today the building is under two different ownerships. The one containing the sundial belongs to John Klavdianos, a descendant of the Cavallini family.¹¹

Lafcadio Hearn and his mother Rosa

Rosa Kassimatis (1823-1882) was daughter of nobleman Antony Kassimatis. She was a flamboyant character and a beauty.¹² Her image has not been preserved, even though there were photographs of her. Recently a painted image appeared by a Japanese artist, based on verbal accounts. Her relationship with Charles Bush Hearn was quite unconventional. The couple eloped from Kythera in June 1849, because of Charles' transfer to Santa Mavra (Lefkas). In June their first child, George Robert, was born and their marriage followed on 25th November. Their second child, Lafcadio (1850-1903),¹³ was born on 27th June 1850, four months after his father had returned to England to receive his marching orders for his next transfer to the British West Indies. In August of the same year the first child died unexpectedly.¹⁴ Charles returned at the end of the year from England. On 12th August 1853 their third child was born, Charles.

Charles' impending transfer to the British West Indies forced the family to move to Dublin, where Charles' family lived. Rosa's grievance from Charles' mother, the horrible climate, and her husband's frequent absences from home forced Rosa to ask for a divorce.¹⁵ Rosa returned to Kythera in 1854, with her son Charles, leaving Lafcadio, helped and escorted by Giovanni Cavallini.¹⁶ The divorce came out in 1856. When she

⁸ In contrast to earlier building where the shutters were internal.

⁹ . Greek Traditional Architecture: vol. 1 Kythera, editions MELISSA, Athens 1983.

¹⁰ The transformation to Greek of foreign names was quite common: Stai/ , Tzanne/ , Caluzi/ , Daponte/ (), Lorando/ – .

¹¹ Architectural company R.C.TECH (www.rctech.gr) has renovated parts of the building (2009-2012).

¹² . Bisland Elizabeth, *The Life and Letters of Lafcadio Hearn*, and The Lafcadio Hearn Virtual iDiary at: <http://www.lafcadiohearn.org/diary.html>.

¹³ His full name was HEARN, Patricio Lafcadio Tessima Carlos "Patrick". He adopted his Japanese name Yakumo Koizumi, after 1895. Source: <http://genealogy.kirkpatrickaustralian.com/archives/getperson.php?personID=I14428&tree=TKA>.

¹⁴ The infant probably died of severe acute respiratory syndrome (SARS).

¹⁵ This action shows her independent character.

¹⁶ According to some sources Cavallini mediated as a negotiator for Rosa's family and it is believed they had some sort of family ties.

married Giovanni (1857) she sent Charles to Dublin. There his father's family changed his name to James Daniel¹⁷ and sent him to a Scottish boarding school. Her ex-husband married in 1857 Alicia Goslin Crawford, a wealthy widow and old acquaintance of his, which he took along with her children to his new post. Lafcadio and James grew in an authoritarian environment. In order to cure him of his phobias he was locked in dark rooms. Lafcadio never got over this separation from his mother.¹⁸

Rosa gave birth to another four children, from her marriage to Giovanni Cavallini: Ziza, Kathrine, Gorge and Angelo.¹⁹ Not being able to get over her separation from her two first children Rosa developed psychological problems. It is said that she made a further trip to Dublin to meet her children, but to no avail.²⁰ She died in 1882, aged 59, at the Corfu (Kerkira) mental hospital, where she had been admitted for a decade.

Giovanni's tomb can be found at the Kapsali graveyard. We are not certain that it is Rosa's one too. The tombstone does not mention her nor does it list the grave as a family plot. Generally it is believed it is hers. But the lack of any citing has led us to the possibility that Rosa was not buried in Kythera but in Corfu. Our hypotheses is based on the fact that Giovanni died in 1905, much later than her, so he would have had time to make arrangements for her burial on the island.

The shipping line

Österreichischer Lloyd or Austrian Lloyd was one of the most important shipping lines. In 1883 insurance agencies, banks, independent investors and politician Karl Ludwig von Bruck²¹ created the Austrian Lloyd Trieste Company. Initially it was an information node, based on the similar Lloyd's of London. Soon the company applied to the Austro-Hungarian emperor for the privilege of steamboat connection between Trieste and the Levant. On 20th April 1836 the shipping division was created and on 2nd August the decision for building six steamers. At first the company was operating in the Adriatic but soon they expanded by acquiring the Constantinople (Istanbul)-Smyrna (Izmir) line in 1844. The opening of the Suez Canal in 1869 enabled the expansion to India. The company's name changed to Austrian-Hungarian Lloyd, in 1872, but in 1891 it was switched to Austrian Lloyd. In 1881 the connection to New York, Brazil and Argentina was announced. By 1881 the fleet numbers 86 ships. During the 1st World War all traffic stopped. In 1919 the name was changed to Lloyd Triestino, under Italian flag, since Trieste became part of Italy. The company managed to regroup by the end of the 1930's. The fleet number no less than 85 ships in 17 lines. The 2nd World War created many losses. In 1955 the company fared to have 31 ship, accommodating overseas destinations but also operating cruises. In 1993 it collaborated with Evergreen Marine, Corp., entering the cargo transportation field. On 1st March 2006 the company's name changed from Lloyd

¹⁷ See Spyridon Stai's article (in Greek): Lafcadio Hearn, a marvelous presentation, the exotic Anglo-Greek writer in KATHIMERINI 23rd, 24th and 25th December 1930.

¹⁸ In conversations, held in 1889, he mentions her: "...I do not know anything about my mother, whether alive or dead. My father died on his return from India. There was a queer romance in the history of my mother's marriage..." and "...after the divorce his mother remarried, her second husband being a lawyer, a Greek, name unknown, and living at Smyrna, Asia Minor..."

¹⁹ Source: <http://www.kythera-family.net/index.php?nav=3-10&cid=63-2&did=723>.

²⁰ There is no concrete evidence so we are not certain about the information.

²¹ O Karl Ludwig von Bruck (1798-1860) was an Austrian politician sympathetic to the Greek Independence War.

Triestino to Italia Marittima. In 1991 a company under the name of Austrian Lloyd Ship Management (Österreichischer Lloyd), based in Cyprus, appeared. But there seems no legal or other connection with the original company.²²

Lloyd's first contact with Greece occurred on 16th May 1837. The paddle steamer Arciduca Lodovico sailed from Trieste to Istanbul, where it arrived on 30th May. The trip stops were Trieste-Ancona-Corfu-Patrai-Piraeus-Syros-Izmir-Istanbul, every fortnight. The line accommodated not only passengers but mostly mail transportation.²³ On 10th May 1848 the line Trieste-Alexandria started, with only one stop in Corfu.²⁴ By 1840 there is a weekly connection between Trieste-Corfu-Paxoi-Santa Maura. In 1858 the stops of Preveza and Sagiada (in Epirus) were added. In 1853 the Greek line was initiated towards Loutraki-Piraeus. Since the Corinth canal was yet to be build the company employed coach transportation overland, until 1893 when the canal started operating. Thus the trip Trieste-Piraeus took 6 days,²⁵ but was not always uneventful. An article in the Greek newspaper ATHENA (12/8/1844) mentions a robbery incident.²⁶ In 1854 the Albanian line started from Trieste, through the Dalmatian coast, to Zante.

Other lines of the time were: Trieste-Istanbul, Trieste-Izmir via Ancona-Corfu-Ithaca-Zante-Cerigo (Kythera)-Syros-Chios, Istanbul-Stylis and other ones while domestic ones run too: Syros-Rhodes, Syros-Chania- Rethymno-Heraklion and more.

In contrast the Greek shipping companies which operated were:

- Greek Steam shipping (or Syriani) (1857),
- Goudis Lines (1879),²⁷ and
- Panellenic Steam shipping (1883).

Especially for the Ionian island we must mention the local interconnection by the Ionian steamships,²⁸ funded by the United States of the Ionian Islands Government, which operated between 1826 and 1863.²⁹

The other shipping companies which competed for the same lines included the following: Mahsousse, P&O Company, Cunard, ROPIT, Norddeutsche Lloyd, Deutsche

²² In <http://www.oelsm.com/en/history> there is information and photographs from the original company. The other company has only pictures of ships from 1837 to 1954 and a collage of the original owners, but nothing else.

²³ In Greek naval lingo the word *postali* means exactly the ship which carries post and was used for passenger and postal ships.

²⁴ There is a mention that the line started operating in 1837, but not on a regular basis. See: <http://www.trains-worldexpresses.com/webships/600/620.htm>.

²⁵ See article (in Greek) "The steamboat connection of Trieste to Piraeus in 1837" at <http://perialos.blogspot.gr/2013/05/1837.html>, which was published in the Greek periodical "Periplous", v.69, p. 39, ed. Naval Museum of Greece, Jan-Mar. 2005.

²⁶ See M. Konstandinis, *The Postal Office in Greece* (in Greek), ed. Greek Post Office, Athens 2002, p. 234.

²⁷ See: <http://www.koutouzis.gr/naftilia-atmoploia.htm> and <http://www.nautilia.gr/forum/showthread.php?66053-%C1%F4%EC%EF%F0%EB%EF%C0%E1-%C3%EF%F5%E4%DE-Goudes-Steamship-Co>.

²⁸ It seems there were at least three ships till 1839: Sir Frederic Adams, Ionia and Eptanisos (Septinsular Islands). See: http://perialos.blogspot.gr/2012/11/blog-post_6.html.

²⁹ The venture was initiated because of the Government's will to control the periphery from the central command.

Levante Linie, Kourtzis Aegean steam navigation, Chevidie, Fraissinet & Cie, Societa Anonima Italiana de Navigazione Adriatico Orientale and other minor ones-in domestic lines mostly such as Joly, Viktoras & Co., Hamidiye, Foskolos-Mangos, Carava Limniou, P. Makris Asia Minor steam navigation, Papagiannis of London and more.

Lloyd's most important competitor of all was the French owned Compagnie des Messageries Nationales. In 1851 the French government signed a contract with the company for the creation of four lines to Italy, Egypt, Greece and Turkey. In 1852 the company changed its name to Compagnie des Services Maritimes des Messageries Nationales, while in 1863 it changes it again to Compagnie des Messageries Imperiales, acquiring its first shipyard. In 1871 the name changes anew to Compagnie des Messageries Maritimes. After several merges the company ceases to exist in 1977.

An important factor is the continuous maritime connection of Kythera not only with Piraeus³⁰ but also with Smyrna, a destination for the majority of local immigrants of the early 19th century. The island is also used as a stoking station by shipping lines, until the 1st World War, utilizing locally mined coal.³¹

The Kytherian community of Smyrna exists earlier than 1776.³² The reason for the move of initially, seasonal, immigrants to the interior of Asia Minor was in search of medicinal plants.³³ We have to take in consideration also the political unrest on the island between 1780-1817.³⁴ The permanent settlement of Kytherians in Smyrna can be documented in 1806.³⁵ The agricultural devastation the island experienced, at first of the vines,³⁶ and then of most crops³⁷ was responsible for lack of necessities and consequently

³⁰ Piraeus has always been the first choice of Kytherian immigrants. In 1839 it is recorded that half the houses of the city were Kytherian, while in 1899 we have the establishment of the Kytherian Brotherhood of Piraeus-Athens. Kytherians also contributed in the development of the city of Piraeus as can be attested by benefactors: Nikitas Tzannes (the main hospital of Piraeus carries his name because it was instituted due to his will and also the first orphanage of the city), Eustace Dilaveris (who built an extra wing at the Tzanneion hospital and also expanded the other orphanage of the city Hatzikiriakion) and others.

³¹ The local lignite coal was of medium quality. There were mines in the villages of Livadi and Mitata. See: XX. Minerals and salt collection (in Greek) at *Kytherian Review*, 1st year, publ. Hestia, Athens 1923, p. 190.

³² Elias Marsellos *The Kytherians of the Diaspora* (in Greek), inlay in newspaper Kathimerini, Sunday 5-7-1998 and A. T. Stratigos *The Grand Kytherian community of Smyrna* (1776-1923) in *Kytherian Review*, as above, p. 365.

³³ Such plants as *Convolvulus Scammonia*. It was used as an emetic, mild laxative and for the treatment of parasite diseases. See N. Foteinos (in Greek) *Remembrances and Stories from Smyrna*, p. 28, as above.

³⁴ The rebelia or revolutions of 1780, 1794 and 1800 drove many off island since reprisals were an everyday phenomenon. Evidence shows the leave of no less than 4000 locals during the period of the Greek Independence War. See George N. Leontsinis *THE ISLAND OF KYTHERA: A SOCIAL HISTORY (1700-1863)*, National and Capodistrian University of Athens, Faculty of Arts, S. Saripolos' Library No. 55. Athens 1987, pp. 109-179.

³⁵ A. T. Stratigos *The Grand Kytherian community of Smyrna* (1776-1923) in *Kytherian Review*, as above, p. 365.

³⁶ Wine was Kythera's main export. See our article "*Casanova and Kythera*" (in Greek) in Kythiraika newspaper, December 2012 (<http://www.kythiraika.gr/>). For example we can cite that for 1836 the island produced 1.455.447 liters of wine when Corfu, a much larger island, produced 4.003.535, while in 1863 the Kytherian produce is a mere 36.368 liters. See D. T. Ansted, *The Ionian Islands in the year 1863*, London 1863.

³⁷ This agricultural disaster changed the agricultural profile of Europe. In Greece it affected mainly the Peloponnese, which had turned raisin production in a monoculture. Despite these shortcomings the island's population from 8.744 persons in 1836 soared to 13.000 in 1858, which

led to an exodus (1850's).³⁸ The Crimean War (1853-1856) which followed created additional problems. The existence of a constant shipping line led to seasonal work and also of permanent, although it cannot be corroborated by census, which actually shows a growth of population. This can be also recorded in the rapid increase in cultivated lands. These two factors showing growth, which can be attributed both to the influx of immigrant money orders³⁹ as well as the change in agricultural techniques after 1820.⁴⁰ Larger family plots meant family growth, since the need for more manpower.

The dominance of the Greek language, but also of European ones, helps the Kytherians settle easily in.⁴¹ Likewise the usage of the Ionian, in reality British, passport is an important factor, since it protected its holder from Ottoman extremities, due to International Treaties. Finally transportation costs were considerably lower than overseas ones. Piraeus was the most economical solution but Smyrna provided more professional opportunities. It must be noted that immigration started to dwindle around 1890. By 1897 it seems to have almost stopped for unknown reasons.⁴²

The emergence of societies is the result of the large number of permanent immigrants.⁴³ The Kytherian Brotherhood of Smyrna officially started to operate from 1806. It was originally known as "*The Fellowship of Cerigots of Our Lady Madonna of Myrtidia*" and later as "*The Ionian Brotherhood of Myrtidia*".⁴⁴ In 1887 it was restructured as "*Kytherian Brotherhood of Smyrna 'The Madonna of Myrtidia'*", while in 1898 another one emerges under the name "*Mutual Help*". The existence of two brotherhoods shows a strong population basis, but has also other reasons.⁴⁵

suggest an inflow of money enabling development. But all researchers agree to a loss of population. Probably the census were fictitious.

³⁸ Until then most population movements were a result of war actions. See A. T. Stratigos *The Grand Kytherian community of Smyrna (1776-1923)* in *Kytherian Review*, as above, p. 373.

³⁹ Money orders transfer was quite easy as there were no restrictions. Obligations of the immigrants' can be summarized in the phrase: "*I've finished with my mother and sister (they are well provide for)*". The money orders covered the immediate needs of the family and then the rest could be used for restoration or building family houses and procurement of plots of land, which meant the family's self-sufficiency. See N. Foteinos, *Remembrances and Stories from Smyrna*, as above, pp.44 and 47.

⁴⁰ In 1820 the British created the General Committee for Agriculture so as to agricultural development of the Ionian Islands. Thus in Kythera olive trees reached 60.000, while before there were extremely few, and cultivated plots exceeded 50% of the total land of the island by 1864. . George N. Leontsinis, *THE ISLAND OF KYTHERA*, as above, p. 221.

⁴¹ In the secondary institution of the island, called Vitsamaneion and operating between 1814-1921, there was teaching of Italian (3 year course) and French (2 year course). See N. Delakovias, (in Greek) *The island of Kythera*, printing house St. Gounaris, Athens 1887, p. 18.

⁴² See A. T. Stratigos *The Grand Kytherian community of Smyrna (1776-1923)* in *Kytherian Review*, as above, p. 373. The hypothesis we wish to forward is that due to the changes in the infrastructure at the port facilities of Smyrna shrank the professional opportunities in this field. Other ones were not enough for the absorption of large numbers of immigrants. Lastly new opportunities overseas, as for example the building of railroads in Argentina, presented new destinations.

⁴³ Numbers differ: 15.000 to 25.000. See Elias Marsellos, *The Kytherians of the Diaspora*, as above and N. Foteinos, *Remembrances and Stories from Smyrna*, as above.

⁴⁴ The term Cerigoti (from Cerigo/Kythera) covered literally all Ionian immigrants of this period in Smyrna, due to the large proportion of actual Kytherians. See George N. Leontsinis, *THE ISLAND OF KYTHERA*, as above, p. 203.

⁴⁵ The existence of two brotherhoods can be seen as a parallel with the other ones in Piraeus and Athens and could be traced to the diversion of the island to inner and outer region (north and

The Kytherian community in Smyrna was large and located in three areas: the promenade (known as Quais), where they operated restaurants, wine shops and coffee houses, the suburb of Big Tavernas, one of the main areas of the market, and the suburb Mersinli, to the east of Smyrna, where a church of the Madonna of Myrtidia⁴⁶ and a four class elementary school were built, resulting in a small village.

Also the valley of Bornova had a big gathering of Kytherians, Koukloutzas,⁴⁷ Bayraklı, Kar ıyaka and other places. It is of importance that in Burnova there was a glebe of the Monastery of Myrtidia, while there were other churches dedicated to the Madonna of Myrtidia in Kar ıyaka and Akhisar. In Kar ıyaka there was a three day feast on the name day of the Madonna with attendance of Smyrna's Kytherian-owned rowboats.⁴⁸ At the Orthodox cathedral of Smyrna, Hagia Foteini, there was an iconostasis housing the Madonna of Myrtidia, painted by a Kytherian monk.⁴⁹ At another major Orthodox church, Hagios Georgios, built in 1858 there was a chapel dedicated to the Madonna of Myrtidia. On the founding day of the Madonna (24/9) a major procession took place in Smyrna and parts of the market closed.⁵⁰

The existence of Kytherian ship owners, who crated shipping corporations and building the first barges thus managing to have extensively the transport monopoly until 1897, is also of importance.⁵¹ The area at the center of the port of Smyrna was known as Cerigotika (of Kytherians). The shipping company of Joly, Courmouli, Viktora & Co which started as a ferry service in the Smyrna Gulf grew into a major shipping force connecting Aegean ports.⁵² Constantin Victoras, the man behind it, was a first generation Kytherian.⁵³

Consequently Smyrna and Asia Minor developed into the major acceptance areas of Kytherian immigration. At the same time other routes led immigrants not only abroad but also all over Greece.⁵⁴ The usage of the Avlemonas port by Lloyd was seasonal, only during the summer. During winter months the port of Kapsali was used, being better protected and having better port facilities.⁵⁵ The existence of two agencies, that of the Cavallini of Lloyd's, and that of Stefanos Barbarigos of the Greek Steam Navigation,

south). This dichotomy can be traced to the geographical, cultural, historical and social differences between the north and south parts of the island.

⁴⁶ The church was built by the seaside, along with an adjoining school building. Originally it was wooden but was rebuilt in 1903.

⁴⁷ See N. Foteinos, *Remembrances and Stories from Smyrna*, as above, p. 19.

⁴⁸ A. T. Stratigos *The Grand Kytherian community of Smyrna*, as above, p. 372. A. T. Stratigos *The Grand Kytherian community of Smyrna*, as above, p.366.

⁴⁹ The icon box held an oil painting of the Madonna of Myrtidia. It had been built in 1813.

⁵⁰ The areas of the city not working were there areas of Great Tavernas, Old Fishing shops, Cerigotika and Fasoulas.

⁵¹ Most of them originated from Mylopotamos, a village with a strong naval tradition. See A. T. Strategos *The Grand Kytherian community of Smyrna*, as above, p. 381.

⁵² The company competed with the Ottoman Hamidiye for the connection to Kordelio and the monopoly (cabotage) in the Gulf of Smyrna. It started operations in 1874.

⁵³ Constantin Viktoras was the major force of the company while partners as Joly and Paterson were used as cover to guarantee British protection since they were British subjects. His actual surname was Argyris but acquired the nickname Victoras (Victor) as he exceeded in local sports games on the island. Another partner was Kytherian architect Elias Kourmoulis. See A. T. Stratigos *The Grand Kytherian community of Smyrna*, as above, p. 380.

⁵⁴ Especially in Greece the usage of the point of origin surname Cerigoti, Cerigotaki or ©Sirigos can be traced all over. Another way of charting these Kytherian immigrant moves are the existence of churches dedicated to the Madonna of Myrtidia.

⁵⁵ The port of Kapsali had a water tank facility as well as a quarantine.

shows the importance of the island as a stopping point. After all we have, in 1905, the establishment of a shipping line, Kytherian-owned, which facilitated the connection between Piraeus and the island.⁵⁶

The export of produce, such as wine,⁵⁷ utilized this shipping lines and contributed to the island's economic growth. For example we have a citation that in 1887 there were exported to central Europe "...by the assistance of mr. Cavallini, agent..." shiploads of salted quails, from which locals earned "...thousands of drachmas..."⁵⁸

Conclusions

Kytherians moved, whether seasonally or permanently. The island did not have the infrastructure to support a large populace. Regular shipping connection, a result of the disappearance of piracy, led to the easier transportation of people and goods. Kythera was the right island, at the right place, at the right time. The shipping connection to and from the Levant created the spark both for resourceful commercial enterprises, as well for immigration, which being helped by the islands agricultural disaster, finally created the conditions for the development of living standards of the remaining people and thus population growth. Austrian Lloyd used Kythera thus resulting in the advancement of the Smyrna community. At the same time Smyrna is being developed rapidly, with the creation of such infrastructure allowing the city to regulate the commerce from Anatolia. Kytherians fueled Smyrna's population while the city advanced Kytherian economy through the influx of immigrant money.

⁵⁶ A. Diakakis, from Potamos, established a shipping company in 1905.

⁵⁷ Wine production made a modest comeback. In 1922 we have a production of 192 tons of wine which is deemed as "...small production..."! See XVI. Agriculture, *Vineyards, Kytherian Review*, as above, p. 176.

⁵⁸ See N. Delakovias, *The island of Kythera*, as above, p. 28.