

In 1023 the Benedictine Order came to Ragusa from the Tremiti Islands under one Peter, and established itself on the island of Lacroma. Various Serb princes and Ragusan citizens made gifts of land to the monastery.

The Ragusans were essentially a commercial people, and trade, both inland and sea-borne, formed the chief source of their wealth. In the Byzantine period, however, we only find the germs of their future commercial development. We have already alluded to the part played by Ragusan shipping, first in the Greek expedition to Apulia in 848, and then at the battle of Durazzo. But the vessels were small, and the sea-borne trade of a very limited character. Navigation was of three kinds—coastwise traffic, navigation *intra Culfum*, and navigation *extra Culfum*.¹ Coastwise traffic was comprised between the peninsula of Molonta (a little to the north-west of the Bay of Cattaro) and the Canale di Stagno, a distance of about 70 kilometres in all, with ten harbours. Navigation *intra Culfum*, which extended from the Capo Cumano to Apulia and Durazzo, was of considerable importance even during the Byzantine epoch. Fine Milan cloths, skins, tan, and canvas for sails were brought on Ragusan ships from the ports of the Marche and Apulia, and forwarded to all parts of the Eastern Empire and the Slavonic lands. All trade to places situated beyond these limits came under the heading of navigation *extra Culfum*, but we shall defer a detailed account of its conditions to a later chapter, as it did not grow to important proportions until the thirteenth century. There

¹ Gelcich, *Delle Istituzioni Marittime e Secritarie delle Repubblica di Ragusa*, Trieste, 1892, p. 3.