English summaries

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ENGLISH SUMMARIES

GAURO COPPOLA, "TOWN AND MOUNTAIN. PRESENTATION"

What is the town in the mountains? From time remote urban research has privileged the centres of the lowlands so that the question is not easy to answer. Yet it is quite possible to proceed from a certain peculiarity. Very frequently, for example, one observes a reciprocity in town-country relationships, which is rarely perceived to this extent and in this form in the lowlands. At our congress in Trento a second complementary question was brought up: What is the mountain in the township? It concerns the structural and representational relationships which bind the cities of the lowlands with the mountain areas: direct territorial expansion, indirect connections with alpine towns, urban ideas and images of the mountains. Both questions aim not to understand the alpine area as an isolated thing, but as a territory which in its own way inserted itself into the dynamics of a more extensive history.

BERNARD RÉMY, "THE NOTABLES OF THE ROMAN PROVINCE OF THE COTTIAN ALPS IN THE EARLY EMPIRE, ACCORDING TO INSCRIPTONS"

By means of 32 Latin inscriptions of the period between the last years of the 1st century B. C. and the late 3rd century a 100 notables can be identified (70 men and 30 women). One can distinguish 49 "plain" Roman citizens and their families, six "évergètes" and 45 "honestiores", magistrates or priests. This elite was composed of quite different social groups, whose livelihood is hard to define. In their efforts to become integrated into the new civili-

zation, the notables had chosen very latinized names and adopted Roman customs ("évergétisme", religious conduct). Throughout the whole period the elite of the Cottian Alps seems to have rapidly renewed itself by means of upstarts, yet it hardly ever achieved imperial honours.

KLAUS BRANDSTÄTTER, "ACTION RADIUS AND ECONOMIC ORIENTATION OF URBAN ELITES IN THE TYROLEAN LATE MIDDLE AGE"

In the Tyrol there were relatively few towns, mainly founded only after the 12th century, with only modest populations, and in which no significant export trade could be established. Among the principal exports there was South Tyrolean wine, the salt gained since the 13th century from the salt-works near Hall and since the middle of the 15th century silver and copper ores, especially from Schwaz. Tyrolean citizens could only partly engage in the trade with these goods. Though from time to time Tyrolean merchants turned up in Venice, Vienna and Southern Germany, especially those from the town of Hall, they played but a passive role in long-distance trade. This may be explained by the lack of sales markets and capital, but also by the significant role of Bozen in the exchanges between North and South, whereby the necessity of active trade was not actually present. Trade activities on a grander scale can be traced especially among members of urban upper classes, but on the whole they owed their economic and social status to their landed property, their acquisition of higher offices and the partly close relations to the court of the prince.

MIHA KOSI, "THE MEDIEVAL TOWNS OF SLOVENIA IN THE LIGHT OF TRAFFIC COMMUNICATION"

The traffic-geographical situation of Slovenian territory was exceptionally penetrable. In the Middle Ages the Roman roads here formed the basis for the carrying-out of trade and the development of the traffic network. Most of the medieval towns developed along the Roman traffic routes. From the

12th and 13th centuries, when the most important urban settlements were created, traffic and trade were the basis of their prosperity. In the Slovene cities business produced mainly for local and regional demand. In long-distance trade the traffic-line between Hungary and Italy was of prime importance, in this case the towns of Ljubljana and Ptuj were especially active. For most of the remaining towns the most important trade was carried out at a medium distance between neighbouring regions. The most intensive trade was that between the coastal towns of North Istria and the Slovenian inland (salt, cereals, wine, iron). Thus the Slovene region and its alpine areas enjoyed between the 14th and 16th centuries great prosperity in traffic and trade.

DARJA MIHELIČ, "TOWNS IN THE ALPS AND IN THE DINARIC ALPS. EXAMPLE: SLOVENIA"

This contribution compares the medieval towns in the Alps and in the Dinaric Alps of Slovenia. The elements investigated are: the foundation epochs and the founders of the towns, the manner of their creation, the sites and appearance, the seals, coats of arms and city rights. Despite some general differences there appears no typological differences between the alpine and the dinaric towns. The properties of the respective mountains had much less influence on their characteristics than the position of the Slovenian territory within the broader geographical, political and economic setting.

GIORGIO CHITTOLINI, "TOWN IN THE MOUNTAINS. TOWN IN THE PLAINS: THE CONNECTIONS TO TERRITORY BETWEEN THE LATER MIDDLE AGES AND EARLY MODERN TIMES"

Three observations and theses form the centre of this overall presentation. With the example of Lombardy and the Swiss Midlands there is demonstrated that the dominance of extra-alpine cities in the mountains is typologically and chronologically to be differentiated and that it concerned only certain parts of the Alps. In the wider parts of the territory the urban life possessed

a fragmented character in the transition to modern times. The small alpine towns were, in this "atomized" world, like particles of an "emulsion" closely bound to their rural surroundings. The town-country relations that developed in these alpine surroundings formed many-layered, complex systems. The simple model of the Italian "contadi", in which the territoriality carried much more weight, does not teach us much about them.

GUIDO CASTELNUOVO, "URBAN CENTRES, TERRITORIAL ORGANI-ZATION AND TRAFFIC ROUTES IN THE WESTERN ALPS: CHAMBÉRY, TURIN AND THEIR MOUNTAIN AREAS (5TH TO 15TH CENTURY)"

In the Middle Ages Chambéry and Turin appear as two city poles connected by means of one of the most important transit paths of the Western Alps. They also became political and administrative main sites of the shire of Savoy, the which is usually acknowledged as a paradigm of an alpine principality. Can we use these two extremes of a geographical and institutional continuum as a basis by which better to understand the structure and development of the relations between town and mountain areas? Actually neither of the two centres was capable of holding sway over a traffic network that could suffice to create one kind of alpine hinterland or the other. Why? The extraordinary importance of the "via francigena" led to a bitter rivalry among various interested parties in the control of the route, which prevented the influence of urban centres over the alpine region. In Chambéry this remained so for a lengthy period, in Turin it became retarded.

GIANMARIA VARANINI, "THE INSTITUTIONAL AND ECONOMIC RELATIONS BEWEEN TOWN AND HIGHLANDS IN THE EASTERN REGION OF THE ALPINE SOUTHERN STRETCH DURING THE LATE MIDDLE AGE: SOME EXAMPLES"

On the southern side of the Alps the relations beween town and state powers and the pre-alpine mountain regions were, according the latest research, very varied. Various factors infleuence in the dimensions of time and space: the

population growth of the towns; the ability of the urban authorities to maintain control of the hinterland within the bounds of the regional state; the will of the princes or of the dominant cities to acquire, and hold on to the loyalty of the alpine communities. In Verona, Vicenza and Trento there can be identified in various ways quite a close relationship between town and lower Alps. In the case of Verona, this relationship results from the institutional and economic structure arising in the High Middle Ages; in the case of Vicenza from the political circumstances of the late 13th century; in the case of Trento from the weakness of the municipal and communal institutions.

MARINA CAVALLERA, "THE LOCALITY OF MEDIATION AND EXCHANGE: PRE-ALPINE TOWNS AND MARKETS (17TH TO 18TH CENTURY)"

In the 17th and 18th centuries the markets – minor centres with no real rural character – intensify their relations to the towns and take on important functions as intermediaries between such towns and the alpine communities. They create spaces for themselves and extend the radius of their actions as far as neighbouring territories. The ability of the Lombardian and Venetian markets to expand commercially indicates that rigid environmental determinism factors are erroneous. The examples given concern activities that are tied up with a military presence (horse-trade, productions of arms and textiles, lodging in barracks) and activities in connection with sanctuaries and the "Sacri Monti", whose expansion is actively promoted. The proximity to borders of many markets also contributes to this dynamism.

JON MATHIEU, "AGRICULTURE AND URBAN GROWTH IN THE ALPS (1500–1800)"

Trento lies barely 200 m above sea-level, possesses at the beginning of early modern times about 4,000 inhabitants and at the end thereof 11,000. Verona, not far off and not situated much lower, has during the same period about 50,000 inhabitants. Why this difference between the alpine town and the town

at the foot of the Alps? Is the difference typical of the development in the whole mountain arch? If so, what factors may best explain the uneven, respectively not simultaneous, urbanization? This contribution goes into these questions by means of alp-wide data gathering, with special attention to the relationship between agriculture and urban growth.

ROBERT HOFFMANN, "SALZBURG IN SALZBURG. CAPITAL AND ALPINE PROVINCES IN HISTORICAL PERSPECTIVE"

As princely-archbishop capital and residence Salzburg was for centuries the centre of power in which all political, economic and religious decisions relevant to the mountain region were made. The intensity of the control over the countryside "within the mountains" was, however, always less than that of the regions "beyond the mountains". State oppressive decisions often led in the lengthy history of the archbishopric to an escalation of the latent resistance of the mountain population into open rebellion. A town-and-mountain-region linking national identity in the modern sense only developed after the end of ecclesiastic principality on the basis of the mutually suffered fate of political and economic marginalization within the entire Habsburg monarchy. Nowadays the cultural differences between town and country have largely disappeared. Economic progress via tourism, express motor and other road-building, as well as general motorization have contributed since 1950 to town and mountain districts coming in thought and traffic more closely together than ever before.

RAFFAELLO CESCHI, "THE 'TOWN' IN THE MOUNTAINS"

The importance of elements of urban culture in alpine contexts can be studied in a profitable way by investigating the representative buildings which migrant families had built in mountain villages. In fact, the express intention of the owners is to introduce characteristics of "town" architecture within the village dwelling landscape. This building strategy, which is intendend, too, to evidence social rank and economic success, displays in southern Switzerland and in

neighbouring alpine valleys two phases: the first, in the transition from the 17th to the 18th century, is that of the "palazzi", which dominates the alpine villages from within. The second embraces the last decades of the 19th and first two decades of the 20th century; it is the period of the "villas", bearing an exotic trace and occurring on the outskirts of settlements.

VIACESLAV KOLOMIEZ, "MOUNTAINS AND TOWNS. THE DICHOTOMY OF RUSSIAN PERCEPTION OF SWITZERLAND AT THE TIME OF SUVOROV'S CAMPAIGN"

This contribution examines two of the many perceptions of alpine and Swiss circumstances that were common around the end of the 18th century in Russia. Despite opposing origin they display significant similarities. The first is that of Nicolaj Karamzin, a young Russian intellectual, who travelled throughout Switzerland and laid stress upon its political and economic peculiarities, its democratic and liberal traditions and pointed out the sober, industrious character of its people. The second view is that official one of the Russian government that, as a result of the crossing of the Alps by Suvorov's army, came into contact with the Helvetian state of things. The diplomatic correspondence here, too, reveals the concept of a State based on old traditions of political freedom and independence. Karamzin, however, was concerned with working out a political alternative to the absolutist Russian regime, whilst the latter wanted to re-instate social peace in the mountainous country and restore the geo-political balance in Europe.

ELISABETH DIETRICH, "'… WHERE THE HEART MUST GROW WELL'. HEALTH AND ENVIRONMENTAL CONDITIONS IN THE ALPINE TOWN OF INNSBRUCK IN THE 19TH CENTURY"

Already in the 19th century Innsbruck called itself and took itself to be the "town in the mountains". Contrary to the expanding industrial centres and metropoles, Innsbruck had, because of its slight population growth, only minor adjustment problems. Innsbruck was not confronted with those oft-quoted

large town problems, was ignorant of the dust plague and struggled only for a short time with space problems. Clearly, the Tyrolean capital had not dared, or forced upon itself, the leap into the industrial town. Slow population growth, slight industrialization and a clinging to small-scale industry distinguished its development up to the turn of the century. The future of the town was considered by the communal authorities and a string of influential citizens to lie in the "beautification of the city" to force touristic traffic. The special site in the mountains, but also the modernity, achieved by sanitation, were used as resources for tourism and publicised accordingly.

MAIKE TRENTIN-MEYER, "THE BEGINNING OF ALPINISM AS AN URBAN PHENOMENON"

In 1899 the German Alpine Association consisted of 45,429 members in 257 sections, of which over 12,000 members in Austria. The idea of founding the Alpine Association had been achieved. Many motives are involved in the founding of the sections. In the foreground are the Alps and mountain climbing, on a meta-level the political interest of citizens with thoughts of a Greater Germany, the self-assurance of the city-dweller and interest in increased contact with nature. Tourism, too, plays a role as a social-reformatory matter. Townspeople think up new sources of income for the alpine population. Therefore in the mountains the building of huts and roads is pushed forward. The urban sectional life is a particular, not unimportant part of these activities. It contributes to a mutual understanding of the middle class and is closely interlaced with the ventures in the mountains. Thus the alpinists transport urbanity into the mountains and at the same time the countryside into the town.

THOMAS BUSSET, "'… WHAT JOYS IN THE MIDST OF UNFRIENDLY WINTER'. TOWN-MOUNTAIN RELATIONS AS EXAMPLED BY THE ICE-HOCKEY TAKE-OFF IN SWITZERLAND"

The introduction of ice-hockey in Switzerland takes place via tourism and education in private boarding-schools. Within the competition for sports outfitting that is launched by tourist sites in the mountains at the start of the 20th century the ice-hockey tournaments permit an upvaluing of local infrastructures. International encounters extend the renown of the sites. For the tourists staying in luxury hotels in the winter the games remain a pastime, an expression of mundane sociability. At the beginning of the 20th century another actor appears on stage: the sportsman. He distinguishes himself from the well-off toursts mainly because of his eagerness to perform, his concept of fairness and his partial specialization. The attraction of the mountains results from the offer of an optimal framework for ice-hockey. The sports event is restricted to the extent of the playing surface, the natural background is hardly worth attention.

MARIE-CHRISTINE FOURNY, "ALPINE IDENTITY: A GEO-POLITICAL STAKE FOR THE TOWNS"

Alpine identity nowadays is being evidenced by numerous towns of the alpine arch. It is enforced by means of the appreciation of the alpine bequeathment, by the development of economic activities with respect to the mountains or by the staging of communicative acts. This claim to alpine character seems to fulfil various functions: it lends a town a positive image, especially by means of pointing out the closeness to nature and places of leisure, and it produces, at least in the imagination, a territory of influence that increases its importance. Thus the strategic value of alpine identity is revealed. It lends towns in poor situations some meaning and enables them to defend their existence and their sphere of influence against superior instances. At the same time it provides a means of forming groups and creating alliances with a claim to a common datum point of a cultural and not a functional or institutional kind.

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