

**POLITICAL FUNCTIONS OF URBAN SPACES
THROUGH THE AGES**

2017 September 14–15, Krakow

**TOWN TYPES IN EUROPEAN COMPARISON
BASED ON THE TOWNS ATLASES**

(2017 September 16, Krakow)

ABSTRACTS

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Places of Political Representation in Towns I / Orte der politischen Repräsentation in Städten I

Medieval Italian Town Halls ROSA SMURRA (Bologna)

One of the most enduring legacy of Communal Italy is represented by the Town hall, the *palatium comunis* as it was called to mark the achievement made by the local governments. Many Italian piazzas are dominated by these public palaces whose origins, in some cases, can be traced back to the late 12th century, after the peace of Constance. The *palatium comunis*, a multi-functional building, underwent several transformations to effectively embody values and needs of those urban societies, which this paper aims to illustrate. For this reason an overview of the different cases of Italian town halls, over a period spanning two centuries, will be given. Topography and functions of these public buildings will be also considered in relation to understand how they, giving a strong sense of city's sovereignty, shaped a new landscape in medieval towns.

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Towns Halls in Nordic Countries. HÅKAN FORSELL (Stockholm)

The presentation focus on five Town Halls in different Nordic towns, constructed during different periods, from early modern to modern times. The comparative investigation of this building type reveals that the design and projecting process the social and political space of executive and representative local power always has been collective in a very considerable degree. The town hall speaks the language both of aesthetic ideals of the period

and of the social and economic manifestation of the general enterprise. The geopolitical range of this collective endeavour has, however, been shifting between local and urban, regional, to even national. Example of town hall cases: Trondheim, NO; Stockholm, SE; Kiruna, SE; Sigtuna, SE; Karlskoga, SE; Turku, FIN.

Håkan Forsell is an urban historian and Professor at the Department of History, Stockholm University. Forsell has studied planning and property policies during the nineteenth and twentieth centuries in Swedish towns and internationally, particularly in Germany and the USA. He has also recently published studies about the relationship between urbanization, the living conditions of children and youth during periods of urban transformation – and new pedagogical and knowledge ideals. E-mail: hakan.forsell@historia.su.se

Town Halls in Medieval and Early Modern Poland and Polish-Lithuanian Commonwealth

HALINA MANIKOWSKA

Research pursued by Polish scholars into town-halls in mediaeval and early modern towns has ceased being the exclusive domain of the history of architecture and, possibly, history of urban planning. The researchers have refocused to the seat of municipal authorities as the political and symbolic heart of the town, investigating its location within the urban space, in the system of authority and relationships with the local community, in the municipal ideology and, in broader terms, state/monarchal ideology; examining its role as a repository of the past and of the collective memory of the urban citizens and individual memory of burghers; and, finally, as a workplace. The *Rathaus* (*praetorium*) appeared in Polish urban hubs in conjunction with the foundation of towns under the German law. In the largest municipal towns, its edifice and functions settled under the influence of Western models (particularly, those of German towns). Town-halls in the numerous private small towns are a phenomenon peculiar to Poland. My paper focuses on two issues: (i) the role of the town-hall in the formation of town and burghers' identity, with the various types of towns in the mediaeval Poland and early modern Polish-Lithuanian Commonwealth; and, (ii) the development and functions of the municipal chancellery as a 'storage of memory'.

Halina Manikowska is Professor of History and Head of the Department of Medieval Studies in the Institute of History, Polish Academy of Sciences. She received a PhD in History from the University of Warsaw in 1977. Her research and teaching interests focus on religious culture and urban history.

Places of Political Representation in Towns II / Orte der politischen Repräsentation in Städten II

Communal Palaces in Eastern Adriatic Cities / Kommunale Paläste an der östlichen Adria IRENA BENYOVSKY LATIN (Zagreb)

This paper traces the emergence, appearance, and function of communal palaces in Eastern Adriatic cities. The primary focus is the area of present-day Croatia (from Istria to Dubrovnik) and a selection of examples that differ in a degree of autonomy, the date of emergence, as well as the size and importance of individual cities. The construction and transformations of communal palaces will be analysed through the medieval and early modern periods. Palace construction went hand in hand with the evolution of the communal system and with social stratification, the development of urban literacy and urban institutions. Specific political constellations in which palaces were built will be followed – particularly the relationship between the communal and central authorities, which differed with regard to period and region. Palaces were seats of the (more or less) autonomous communal government or of those who represented the central authorities. They were also seats of the local city council – with representatives of urban nobility. The variegated and changing role of communal institutions influenced the architecture and function (sometimes also the title) of communal palaces in Eastern Adriatic cities. Their location within the city depended on the inherited circumstances, a wider spatial context, the size of the city, and the need of their defence. Palaces, together with other seats of urban administration (such as the *loggias*) were strictly controlled communal/state properties. They had a particular impact on the definition and function of city squares, as they changed the relationship between centre and periphery, private and public, and influenced residential mobility *infra muros*. In this paper, the specificities of communal palaces in Eastern Adriatic cities will be presented in relation to their emergence in a wider international context.

Irena Benyovsky Latin graduated History from the University of Zagreb (Croatia) and defended her MA thesis in Medieval Studies at CEU (Budapest). As a Fulbright visiting fellow, she spent the year of 1999 at Stanford University (USA). In 2002, she defended her PhD dissertation at the University of Zagreb. Since 1997, she has been working at the Croatian Institute of History, since 2012 as a senior researcher. Her research focuses on medieval urban history at the Eastern Adriatic coast (especially Trogir and Dubrovnik), urban social topography, and the development of institutions. She is the PI of the research project *Cities of the Croatian Middle Ages: Urban Elites and Urban Space*, as well as the initiator and organizer of the *Triennial on Towns and Cities in Medieval Croatia*. Her publications include *Medieval Trogir: Space and the Society* (2009) *Book of Communal Properties and Leases in Dubrovnik* (co-authored with D. Zelić, 2007). She teaches courses in medieval and urban history at the universities of Zagreb and Dubrovnik (Associate Professor since 2012).

Stadtherrliche Residenzen in Deutschland. Wettinische und welfische Herrschaftsgebiete im Vergleich

MATTHIAS MEINHARDT (Wittenberg)

Fürstliche Residenzen waren wichtige Knotenpunkte im polyzentrisch organisierten Herrschaftsgefüge des Alten Reiches in der Frühen Neuzeit. Hier konzentrierten sich Hofhaltung, fürstliche Institutionen und politische Eliten, hier verdichteten sich politische Kommunikation und Konkurrenz um den Einfluss auf herrschaftliche Entscheidungsprozesse. Die Bürger der Residenzstadt waren dabei nicht nur Dienstleister oder passive Beobachter dieser Prozesse, sondern selbst Akteure in komplexen Wirkungszusammenhängen mit anderen, nicht selten rivalisierenden gesellschaftlichen Gruppen.

Auf die Entwicklung städtischer Räume übten die Residenzfunktion und die politische Interaktion verschiedener Gruppen beträchtlichen Einfluss aus. Für Hofhaltung und herrschaftliche Institutionen der Stadtherren mussten geeignete Standorte gefunden, ausgestaltet und immer wieder veränderten Bedürfnissen angepasst werden. Die städtische Infrastruktur richtete sich auf die Residenzfunktion aus. Nicht selten verband sich mit herrschaftlich initiierten Stadterweiterungen und Stadtneugründungen die Intention, politische Funktionalitäten des urbanen Raumes neu zu ordnen und so nach Maßgabe eigener Interessen zu optimieren. Neben den Stadtherren beanspruchten jedoch auch andere Akteure urbanen Raum für eine standesgemäße Unterbringung und politische Repräsentation. So lassen sich bei genauerer Betrachtung im Raumgefüge deutscher Residenzstädte erhebliche politische Funktionsdifferenzierungen ausmachen. Nicht alle Teile des Stadtraumes konnte der Stadtherr in gleicher Weise durchdringen und für seine Zwecke nutzen. Gleichwohl richtete sich sein Anspruch auf Stadtherrschaft auf alle urbanen Bereiche. Um diesen Anspruch sichtbar werden zu lassen, mussten verschiedene Instrumente miteinander kombiniert werden. So sind herrschaftliche Architektur, die Installation von Zeichen im öffentlichen Raum und performative Komponenten oftmals als sich ergänzende Strategien zu verstehen, einen umfassenden Herrschaftsanspruch auch bei beträchtlicher politischer Differenzierung und ungleichmäßiger herrschaftlicher Durchdringung des Stadtraumes zu demonstrieren.

Der Vortrag wird die politische Funktionsdifferenzierung und die variierenden Strategien der herrschaftlichen Raumbesetzung für den Zeitraum von ca. 1500 bis 1800 genauer in den Blick nehmen. Dabei sollen die wichtigsten Residenzen zweier rangungleicher Fürstendynastien vergleichend betrachtet werden: zum einen die der wettinischen Kurfürsten von Sachsen und zum anderen jene der welfischen Herzöge von Braunschweig und Lüneburg.

Matthias Meinhardt: 1996 Abschluss eines Studiums der Geschichte, Wirtschafts- und Sozialwissenschaften, Philosophie und Pädagogik in Kiel. Anschließend verschiedene Tätigkeiten für das Sächsische Landesamt für Archäologie mit Landesmuseum für Vorgeschichte und das Stadtarchiv Dresden. Ab 1999 Wiss. Mitarbeiter am Institut für Geschichte der Martin-Luther-Universität Halle-Wittenberg, dort von 2001–2004 Koordinator des Forschungsprojektes „Stadt und Residenz. Residenzbildung und die Interdependenzen zwischen Stadt, Hof und

Residenzfunktion vom 14. bis zum 17. Jahrhundert im mitteldeutschen Raum“. 2004 Promotion zum Dr. phil. mit der Dissertation „Dresden im Wandel. Raum und Bevölkerung der Stadt im Residenzbildungsprozess des 15. und 16. Jahrhunderts“. Im Jahr 2009 Wechsel an die Herzog August Bibliothek Wolfenbüttel als Koordinator des Digitalisierungs- und Forschungsprojektes „Obrigkeitskritik und Fürstenberatung: Die Oberhofprediger im Fürstentum Braunschweig-Wolfenbüttel 1568–1714“. 2015 Forschungsstipendium für 12 Monate am Max-Planck-Institut für europäische Rechtsgeschichte in Frankfurt am Main. Seit 2016 Leiter der im Aufbau befindlichen Reformationsgeschichtlichen Forschungsbibliothek in Wittenberg (Eröffnung: Ende 2017). Seit 2009 Lehrbeauftragter für mittelalterliche und frühneuzeitliche Geschichte an der Martin-Luther-Universität Halle-Wittenberg.
Forschungsschwerpunkte: Reformations- und Kirchengeschichte, Geschichte europäischer Höfe, Stadtgeschichte

Stadtherrliche Residenzen in österreichischen Städten (Wien, Salzburg, Innsbruck)

HERBERT KARNER (Wien)

In diesem Beitrag soll das ambivalente Verhältnis von Stadtraum und Residenzraum in drei österreichischen, jeweils durch hochrangige Residenzen ausgezeichneten Städten verglichen werden: Wien, Salzburg und Innsbruck im 16. und 17. Jahrhundert. Innsbruck erhielt als habsburgische Residenzstadt Bedeutung vor allem unter Kaiser Maximilian I. und in der Folge unter Erzherzog Ferdinand II. In der Wiener Hofburg wurde ab dem frühen 17. Jahrhundert das kaiserliche Wohn- und Regierungszentrum etabliert. Die Stadt Salzburg hingegen war weltliches wie geistliches Zentrum des selbstständigen Fürsterzbistums bis 1805, als es Teil der Habsburgischen Monarchie wurde. Mit den Erzbischöfen Wolf von Reitenau und Markus Sittikus von Hohenems erfuhr die Struktur der Stadt durch den Ausbau des residenziellen Dombezirks auf Kosten der Bürgerstadt einen radikalen Wandel. In Wien lagen die Verhältnisse anders. Von Ferdinand I. bis Leopold I. wurde die Hofburg auf disparate Weise kontinuierlich vergrößert. Der inhomogene Ausbau hängt wohl zusammen mit der Stadtstruktur, auf die Rücksicht genommen wurde, und hatte zur Folge, dass bedeutende Teile des Residenzareals durchlässig für die städtische Nutzung geblieben sind. Die Anlage der Innsbrucker Hofbauten, wie sie sich heute aufgelockert und ein großes Areal beanspruchend darstellt, scheint prima vista der Wiener Situation ähnlich zu sein. Darüber hinaus gibt es aber zusätzlich einige vorhabsburgische und habsburgische Repräsentations- und Hofbauten, die im Lauf der Zeit integrative Teile des bürgerlichen Stadtraums wurden.

Methodischer Ausgangspunkt der Überlegungen ist die Frage der höfischen „Landnahme“, der Aneignung von Stadtraum durch die Residenz. Wird in deren Rahmen Stadtraum in höfischen Raum verwandelt, also auf Grund eines simplen Vergrößerungsbedarfs die Nutzungsqualität des Raumes ausgewechselt? Oder kommt es zu komplementären Prozessen, die die vermeintlich starren Grenzen auflösen und Stadt- wie höfische Räume vermengen bzw. sie in der zeremoniellen Handhabung austauschbar machen? Wird in den genannten

Städten die Interaktion in gleichem Ausmaß für beide Seiten möglich oder geht sie auf Kosten des städtischen Partners?

Herbert Karner: Studium der Kunstgeschichte an der Universität Wien. Seit 1995 Senior Researcher an der ÖAW; 2012 Habilitation an der Universität Wien. Forschungsfelder: Architekturgeschichte der frühen Neuzeit, Ordenskunst (mit Schwerpunkt Jesuiten), Deckenmalerei des 17. und 18. Jahrhunderts in Mitteleuropa und europäische Residenzforschung. Österreichischer Vertreter im Forschungsprogramm PALATIUM der European Science Foundation (2010–2015) und seit 2016 Präsident der Research Group „Baroque Ceiling Painting in Central Europe“ (BCPCE).

Places of Political Self-presentation in Towns I / Orte des politischen Selbstverständnisses in Städten I

Zunfthallen als Aneignung von Stadtraum

MARTINA STERCKEN

Zunfthäuser, wie sie heute noch Stadtzentren prägen, vergegenwärtigen die Bedeutung gewerblicher Verbände vor Ort im Ancien Régime. Sie sind Ausdruck des spätmittelalterlichen Aufstiegs von Handwerker- sowie Kaufleute-Zünften und lassen deren soziale, wirtschaftliche und politische Rolle in der Stadt deutlich werden. Jeweils an zentralen Orten in der Stadt positioniert, aber zu verschiedenen Zeiten entstanden und unterschiedlich prachtvoll ausgestattet, verweisen Zunfthäuser auf ihre jeweils individuellen Entstehungskontexte. An dieser Beobachtung setzt der Beitrag an. Anders als bisher legt er den Fokus nicht primär auf die Architektur, die Ausstattung und die gesellschaftlichen Funktionen von Zunfthäusern, sondern betrachtet diese als Form der Aneignung von Stadtraum. Ausgehend von Überlegungen zu Praktiken der Herstellung von Raum und zur Raumbezogenheit von Gesellschaften wird den Logiken der Platzierung von Zunfthäusern im städtischen Raum nachgegangen. Am Beispiel von schweizerischen Städten soll danach gefragt werden, inwieweit die Besetzung und Gestaltung zentraler Orte in der Stadt mit dem Bedeutungszuwachs der Zünfte korreliert und deren politische Ambitionen sichtbar macht.

Martina Stercken ist Professorin für Mittelalterliche Geschichte und Vergleichende Landesgeschichte am Historischen Seminar sowie Deputy-Director des NCCR Mediality (SNF) an der Universität Zürich. Sie wurde mit einer Arbeit über spätmittelalterliche Landfrieden im Rhein-Maas-Raum promoviert (Bonn); ihre Habilitationsschrift (Zürich) befasst sich mit der Genese kleiner Städte und dem Werden des habsburgischen Herrschaftsraums als interdependente Prozesse. Sie ist in diversen Gremien aktiv, unter anderem als Vizepräsidentin der Commission Internationale pour l'Histoire des Villes. Stadt-, herrschafts-, karten- und medialitätsgeschichtliche Fragestellungen markieren ihre Forschungsschwerpunkte.

Places of civic sociability in Lviv, Kraków, Toruń and Gdansk in premodern period

MYRON KAPRAL (Lviv)

The main place where political decisions taken by the city in East-Central Europe was the Town Hall as the main administrative building, located on the Market Square (Krakow, Lviv, Torun) or main street (Gdansk). In Prussian cities city government competed with castles, government residences of Teutonic Order and Polish Kingdom. City councilors in Krakow and Lviv were forced to fight for domination over the urban space with the representatives of the royal administration, located respectively at the Royal Castle at Wawel (Krakow) and the starosta government in the Low castle (Lviv).

All administrative, judicial, financial and other functions city councilors tried to focus on the Town Hall. Only Gdansk as the most developed urban center of the region with the highest functionality left at the Town Hall only administrative and representative functions, while others arranged in other prestigious buildings nearby the city center. No ethnic and religious communities or craft guilds and other institutions of city life could create competitive centers of socialization of urban life in relation to the Town Hall.

In Western Europe in 17th and 18th centuries there was a great increase in the value civic sociability of cities and urban identity. Many cities have experienced an increase of their status in public life, influence on policy-making of wider range of urban population. But in the cities of the Polish Commonwealth there was the process of reduction of the role of the city and burghers, which was reflected in the growing influence of the nobility and clergy in the city with decrease of its territory. While Prussian cities (Gdansk and Torun) escaped a similar fate because of the autonomous status of their land (Royal Prussia), but the monopolization of the Town Hall as a center of socialization of urban life slowed development of civic sociability of their cities.

Myron Kapral was born on 29 March 1968 in the Lviv region of Ukraine. I began scientific work as a junior fellow of the Institute of Ukrainian Archeography and Source Studies, National Academy of Sciences of Ukraine (Lviv Branch). Now I am a Director of the Lviv Branch of the Institute and have also been working at Lviv University since 2000 as assistant professor, and from 2006 as professor. In 1996 I prepared a doctoral thesis (kandydats'ka) entitled 'Lviv Financial Books of the Second Quarter of the Sixteenth Century as a Source on Historical Demography and Sociotopography'. In 2003 I published a book on 'National (Ethnic) Communities in Lviv: Social and Legal Relations (Sixteenth to Eighteenth Centuries)' and defended it as my second doctoral thesis (habilitation).

Places of political Self-Presentation in Towns II / Orte des politischen Selbstverständnisses in Städten II

National space as urban space. The Hague's Government quarter, 1795–1914 JAN HEIN FURNÉE (Nijmegen)

With the Batavian Revolution (1795), the subsequent French Period and the re-establishment of The Netherlands as monarchy (1813/15), The Hague's government quarter 'the Binnenhof' evolved as the ultimate political and administrative heart of the new nation state. In the course of the nineteenth century, its spatial, social, symbolical and political position in the city changed as well. Due to its increasing importance in national politics, the government quarter in some ways distanced itself from the rest of the city. However, in most respects it became a more integrated part of the city: as a busy traffic junction, a place of recreation and as a stage for political action. Based on a wide range of archival and newspaper sources, I will discuss the shifting functions, actors and meanings of this key political site in The Hague's urban society and the main political and social concerns these transformations raised.

Jan Hein Furnée (1972) is professor of European Cultural History at the Radboud University. He studied history at the University of Groningen and obtained his PhD at the same university. From 2005 to 2015 he has been Lecturer in Modern History at the University of Amsterdam. He studies the history of urban leisure culture, consumer culture, tourism, and cultural participation and policy in The Netherlands and Western Europe since 1750. Next to his main monograph on leisure culture and social relations in late nineteenth-century The Hague (*Plaatsen van beschaafid vertier*, Amsterdam 2012, 903 p.) he has edited several volumes on European leisure and consumer culture, notably Peter Borsay and Jan Hein Furnée eds., *Leisure Cultures in Urban Europe, c. 1700–1870: a Transnational Perspective* (Manchester: Manchester University Press, 2016) and Jan Hein Furnée and Clé Lesger eds., *The Landscape of Consumption. Shopping Streets and Cultures in Western Europe, 1600–1900* (Houndmills: Palgrave Macmillan, 2014). His research on The Hague's French opera was awarded with the Dyos Prize in Urban History. He has been secretary of the European Association for Urban History, chief editor of the journal *Stadsgeschiedenis* (urban history), and founder of the Amsterdam Centre for Urban History. In Nijmegen, he has just launched the new MA programme Tourism and Culture.

More info: http://www.ru.nl/geschiedenis/wie_wat_waar/medewerkers/medewerkers/furnee/virtuele-map/general-english/

Places of civic conviviality in late medieval and early modern Baltic Towns

JUHAN KREEM (Tallinn)

In mapping the places of civic conviviality, general trends alongside with specific local features must be taken into account. In the Baltic towns, shaped under the dominance of German laws and urban culture, most common scenes of civic get-together can be traced. Marketplace and streets form urban structure, which in some cases even today continues to fulfil its basic functions. When the topography of the physical town is rather static, one should consider also different dynamic processes, which create and redefine places. On the level of governance, urban space was divided into parishes and quarters, which had their specific functions in religious life and town administration. Churchyards (cemeteries), Churches and inns may be regarded as rather democratic and inclusive spaces in contrast of more closed and exclusive indoor spaces as Guild and Town Halls, which shape urban relations as well. An important feature is multilingualism and hierarchies of languages in Baltic: besides Latin and low German, local languages (Estonian, Livonian, Latgalian) and Scandinavian languages have had their (very different) share in these places. Study of formation and use of places of civic conviviality must in Baltic also consider the seasonal variations and specific local climate.

Juhan Kreem is historian and archivist in Tallinn City Archives. His first book "Reval and the Teutonic order in The fifteenth century" (2002) also defines his main interests: urban history and the history of the Teutonic Order in the Baltic. Above these topics he has been publishing also on various issues of historiography and cultural memory. Currently his main research focus is the Teutonic Order in the 16th century Livonia. He is also editor in chief of an Estonian yearbook of urban history "Vana Tallinn" (Old Tallinn).

Mittelalterliche Orte bürgerlicher Vergesellschaftung im mittleren Donauraum

JURAJ ŠEDIVÝ (Bratislava)

Den mittleren Donauraum kann man grob als ein Territorium nördlich und östlich der Alpen und südlich des Erzgebirges und der Karpaten (Landschaften, die mit dem breiten Streifen zwischen Passau und Salzburg im Westen und Pécs und Szeged im Süden des heutigen Ungarns durch vielseitige Beziehungen gebunden waren). Das Territorium entwickelte sich bereits in der Karolingerzeit in drei Gebiete mit teilweise unterschiedlichen Ausgangspunkten und Zukunft: 1) das Territorium der mit Bayern verbundenen ehemaligen Provinz Noricum ripense, 2) der Böhmisches Kessel, 3) der Karpatenkessel mit der ehemaligen Provinz Pannonien. Das bayrische Noricum ripense wurde im 8. und 9. Jh. christianisiert, die soziale Struktur des Karolingerreiches setzte sich langsam durch und frühe Siedlungszentren formierten sich um ehemalige römische Lager (z. B. Passau,

Salzburg, Lorch, Enns). Die angrenzenden zwei Gebiete (vor allem Mähren mit Nitralland und Pannonien) wurden zwar während der Zeit des Mährischen Reiches (ca. 830–906/7) christianisiert (Vorwürfe von *semichristianitas*) und sozial versuchte man westliche Modelle zu kopieren, die Zentren erlangten aber nicht das materielle und ökonomische Niveau der westlichen Nachbarn (fehlende steinerne Bauten abgesehen von Kirchen, kein funktionierendes Münzsystem). Nach dem Einzug der Magyaren ins Karpathenbecken im letzten Drittel des 9. Jhs. entwickelte sich der Böhmisches Kessel weiterhin in Beziehung zu westlichen Nachbarn, während die Anbindung von Pannonien und Nitralland an die westlichen Kulturzentren für mehr als 2 Generationen unterbrochen wurde (Diskontinuität der politischen und religiösen Strukturen).

Die sozialen und ökonomischen Ausgangspunkte äußerten sich auch in der Entwicklung der hochmittelalterlichen städtischen Strukturen. Von „Bürgergemeinschaften“ kann man in großen Zentrum des österreichischen Donaauraums in der 2. Hälfte des 12. Jhs. sprechen. Die mittelalterlichen Städte mit persönlich freier Bevölkerung ohne (in erster Linie) militärischen Pflichten findet man zuerst in Österreich (Wien, Krems, Enns usw.), später sind sie in Böhmen und Mähren (unter Wenzel II. v. a. im 1. Drittel des 13. Jhs. –Litoměřice, Žatec...) und im Königreich Ungarn (wohl im 2. Drittel des 13. Jhs.) anzusetzen. Die chronologische Verschiebung war nicht mehr so eindeutig bei der Verleihung von Privilegien für diese Gemeinschaften: im österreichischen Donaauraum zuerst (Enns: 1212, Wien: 1221, Linz 1236), nur etwas später in Ländern der böhmischen Krone (Uničov 1223, Opava 1224, Znojmo 1226, Alte Prager Stadt/Staré Město Pražské 1232, Brno 1243 usw.) und danach auch im ungarländischen Donaauraum (abgesehen vom umstrittenen Privileg für Székesfehérvár vor 1237, Trnava 1238, Buda 1244, Košice vor 1248, Nitra 1248, Banská Štiavnica vor 1255 usw.).

In den formierenden mittelalterlichen Städten kann man mit langsamer Vergesellschaftung innerhalb der Kommunitäten rechnen. Während vorher die politische Macht in der Hand einiger einflussreichsten (Herrscher bzw. Grundherr nahen) Familien lag, später muss man mit stärkerer Gemeindebildung rechnen (äußerer Stadtrat, Bemühung der mittleren Schichten sich an der politischen Macht zu beteiligen, ethnisch-linguistische Emanzipationsversuche der politisch marginalisierten Gruppen). Als eines der wichtigsten Schritte zur Professionalisierung der politischen Stadtführung kann man die Entstehung der Rathäuser ansehen. Den ungefähr eine Generation dauernden Abstand in der Entwicklung der drei Regionen kann man auch in diesem Punkt beobachten. Das Rathaus in der Metropole Österreichs ist schon vor 1305 bezeugt (als weitere folgten z. B. Krems 1366, Freistadt vor 1382, Hainburg Ende 14. Jhs., Enns vor 1400). In Böhmen (abgesehen von der Frage von Cheb) wurde ein Rathaus erst in der Prager Altstadt/Staré Město Pražské nach 1338 errichtet (später in Most 1361, Žatec 1362, Kutná Hora vor 1375, Prager Neustadt/Nové Město Pražské vor 1377, Olomouc 1378, České Budějovice vor 1387; noch aus dem 14. Jh. waren wahrscheinlich die Rathäuser in Jihlava und Brno). Die Kommunen in ungarländischen Städten bildeten ihre Rathäuser erst im letzten Drittel des 14. Jhs. Be-

zeichnenderweise findet man die ersten in drei stark germanisierten Städten Ungarns – in an der Grenze zu Österreich liegenden Pressburg (Bratislava, SK, nach 1387) und Ödenburg (Sopron, HU, um 1422) und im Zentrum des Landes (Buda, vor 1397). Dieselbe Nachfolge der drei Regionen ist auch bei der Verschriftlichung der Stadträte festzustellen und auch noch bei der volkssprachigen Beurkundung ist sie erhalten (deutschsprachige Beurkundung in Österreich in der 2. Hälfte des 13. Jhs., in böhmischen Länder am Anfang des 14. Jahrhunderts, in Königreich Ungarn nach 1319).

Der Beitrag wird versuchen Gemeinsamkeiten und Unterschiede in den drei Regionen zu skizzieren – vor allem in Hinblick auf die Entstehung der Rathäuser (alles nur ehemalige Privathäuser der städtischen Eliten?), auf die Beziehung der Rathäuser zum Marktplatz (vorwiegend verbunden – warum nicht überall?), und am Ende des Mittelalters auch zur städtischen Weinstube als einem Raum der Vergesellschaftung schlechthin. In Ländern der böhmischen Krone und noch mehr in Ungarn gab es in Städten auch sprachliche Gemeinschaften. Vor allem im 15. Jh. schärften sich die Spannungen unter den Gruppen innerhalb einzelner Städte, die bis zur Bildung von „Parallelgesellschaften“ führen konnten. Fokus dieser Gruppen galt auch den Rathäusern als politischen Zentren und Symbolen der Macht in der Stadt (Prager Defenestration 1419 im Rathaus der Prager Neustadt).

Juraj Šedivý has cultivated the disciplines which were practically non-existent in Slovakia – latin palaeography, epigraphy, history of literacy. Contrary to isolated research activities (into codices, charters, inscriptions), he explores the Central European centres of literacy from all three main aspects. His monograph, written in German (2007), presented such complex approach to the collegiate chapter in Bratislava, and made him an internationally recognized expert (he was elected to the top scientific network of historians specializing in literacy – Comité International de Paléographie Latine / CIPL). Then he has built up a team of experts and founded the Corpus inscriptionum Slovaciae edition project with the aim of analyzing the medieval and early modern age inscriptions in the Slovak territory. Using the dated particulars he created a chart of date determining elements of inscription letterings which also help to chronologically determine undated inscriptions. He initiated also the unique historiographic project which has engaged over 200 experts from 4 countries with the goal of publishing a 5-volume history of Bratislava.

Round Table Open Section

The Rake's and the Ambassador's Progress

THOMAS RIIS (Danemark)

According to the medieval urban statutes those guilty of certain crimes should be led through the urban space (trendy word!) to court or to the place of execution. It is the paper's aim to identify, where possible, the way chosen in order to stage the Rake's Progress for didactic purposes. The second part tries to answer the question why the Royal Horse Guards accompany an ambassador exclusively on the Castle Island in Central Copenhagen, but not on his way through town.

Le trajet du criminel et de l'ambassadeur

Selon les statuts urbains médiévaux certains criminels devaient être menés à travers l'espace urbain (mot à la mode) au tribunal ou vers la place d'exécution. Dans la communication, nous essaierons, où possible, d'identifier le trajet choisi, en général, à des fins didactiques. La deuxième partie essaie de répondre à la question pourquoi la cavalerie de la Garde Royale accompagne un ambassadeur exclusivement pendant son parcours de l'île du château au centre de Copenhague, non pas pendant son déplacement en ville.

Die Wege des Verbrechers und des Botschafters

Nach den mittelalterlichen Stadtrechten sollten bestimmte Verbrecher durch die Stadt vor Gericht oder zum Hinrichtungsplatz geführt werden. Im Vortrag soll wo möglich den – wohl aus didaktischen Gründen – gewählten Weg identifiziert werden. Der zweite Teil versucht die Frage zu beantworten warum die Königliche Garde zu Pferd einen Botschafter ausschließlich auf der Schlossinsel im zentralen Kopenhagen begleitet und nicht auf seinem Weg durch die Stadt.

Thomas Riis 1969–1977 Wissenschaftlicher Angestellter am Historischen Institut, Universität Kopenhagen; 1977–1979 Assistent am Europäischen Hochschulinstitut Florenz; 1979–1980 ebenda als Associate Professor; 1980–1981 Reisestipendium der Carlsberg-Stiftung, Kopenhagen zu Archivstudien über den Handel Nordsyriens im 19. Jh.; 1981–1984 Carlsberg Research Fellow, Department of Scottish History, University of St. Andrews; 1985–1993 Mitherausgeber des *Diplomatarium Danicum*; 1993–1994 Lehrstuhlvertretung an der CAU; 1994 Berufung auf die Professur für Schleswig-Holsteinische Landesgeschichte; 2001–2006 Vorsitzender der Internationalen Kommission für Stadtgeschichte; 2006 Vorsitzender des Vereins *Historians of the Northern Commonwealth*.

The democratization of the Swedish Town Hall in the early 20th Century **LARS NILSSON (Stockholm)**

At the end of 1918 the Swedish Parliament decided that the first local elections with universal suffrage for men and women were to be organised in March 1919, and a new town council in operation from 1 April 1919. The right to vote was since 1862 strictly regulated and included only tax payers. People with high incomes and big fortunes had many votes per person, but the majority of the citizens had no vote at all. The rules were the same for men, women and companies. From the start it was no limit at all for the number of votes per person or company, but in 1869 a maximum of 100 votes was decided. Already in the 1860s suffrage movements were established, and proposals for voting reforms were now and then discussed by the Parliament. The conservative forces in the first chamber stopped all such initiatives. The second chamber was more liberal, but both chambers had to agree before a reform could be approved. Anyhow, in 1907 and 1909 the Parliament could finally decide to change the voting scale. No person or company should in the future dispose more than 40 votes. Women became at the same time eligible to the town council, and a proportional election system was introduced. The conservatives continued to block further reforms.

External forces far behind the control of the Swedish Parliament were needed before a definite solution could be reached. A severe food crisis in 1917 caused hunger demonstrations sometimes followed by riots all over the country. The demand for reforms increased and was reinforced by the Russian revolution and the Finnish Civil War. The authorities feared a Swedish revolution. During an extra parliamentary session in October 1918 the German revolution broke out. Communists organised a revolutionary party in Stockholm and talked about the dictatorship of the proletariat. In this tense situation both chambers could easily accept a proposition on universal suffrage. Only six months earlier a similar proposal had been rejected,

The object of this paper is to discuss local effects of the introduction of universal suffrage. The most obvious outcome can of course be seen in the result of the first elections in March 1919. The Social democrats advanced from 20 to 35 per cent of the seats in the town councils. The Conservative got also 35 per cent of the mandates but had previously 52 per cent. Still the Conservative was the largest party in 48 of 106 towns and had a majority of their own in 13 towns. Left-wing people were disappointed. Swedish voters were not very revolutionary disposed.

For five towns in western Sweden – Jönköping, Halmstad, Varberg, Falkenberg and Vänersborg – I have investigated how common it was to re-elect members of the town council and if re-election rate changed as a consequence of the voting reform in 1919. Furthermore, I have followed the yearly election of chairman in the town council, the number of women among the councillors as well as the proportion of workers. Finally, I have compared budget priorities before and after 1919. The results will be presented at the seminar.

Lars Nilsson is the former director of the Institute of Urban History, Stockholm. His recent research is on industrial and post-industrial urban development.

Map-making and Municipal Reform in Irish towns in the 1830s: evidence from the Irish Historic Towns Atlas

JACINTA PRUNTY (Maynooth)

The municipal reform movement of the 1830s across the British Isles was the catalyst for major changes to the boundaries, built fabric, management and visibility of local government in Irish towns. The new politics led to the ‘taking charge’ of urban space, with the elected local authority, with its own town crest or insignia, marking its own meeting place (town hall), regulating civic market places and fairgrounds, and undertaking very visible projects for the ‘common good’, or at least, the good of those who paid town rates. There were movements in the direction of broader inclusion from 1828 when town commissioners could be elected to take charge of basic services where these were not yet provided, but these were tentative only. Following on a very critical report of 1835, which denounced the practical exclusion of the inhabitants of the town in the management of local affairs and the spending of local funds (control was generally vested in a single family or small group of families), legislation was passed to give local authorities, elected by a larger number of the townspeople, the power to make bye-laws for the purposes of good government. Where town commissioners existed, their powers were subsumed into these new bodies.

The large-scale manuscript town plans created by the Ordnance Survey for the purpose of advancing this modernisation agenda are a major source for the understanding of this watershed in Irish municipal history. Redrawn as Map 2 (1:2,500) in the Irish Historic Towns Atlas, this particular map series, and the state-run Valuation project associated with it, is explored with reference to a selection of Irish towns and cities, including Galway (published 2016). The IHTA allows for comparative study across a number of areas of municipal improvement. Using both Maps and Topographical Information (the gazetteer), these include the establishment and powers of towns commissioners, boundary revisions, electoral wards, the regulation of nuisances, waste-disposal, paving and road making, gas lighting, water supply, markets, slaughter houses, and burials. The opening of a town hall was important to the self-understanding of the local authority and a visible sign of its ‘coming of age’; most Irish town halls came in the 1860s and later, reflecting how urgent were the many demands made on the new local authorities at the time of their creation.

Jacinta Prunty, Head of Department of the Maynooth University Department of History; Publications: Galway, Irish Historic Towns Atlas no. 28 (2016), Galway c. 1200 to c.1900, from medieval borough to modern city (2015), Reading the maps, a guide to the Irish Historic Towns Atlas (2011), Dublin slums 1800–1925, a study in urban geography (2000); Jacinta Prunty is an editorial board member of the Irish Historic Towns Atlas, a research project of the Royal Irish Academy. Her research interests span urban, social and cartographic history with a particular focus on the mapping of towns and on the town itself in nineteenth and twentieth century Ireland.

TOWN TYPES IN EUROPEAN COMPARISON BASED ON THE TOWNS ATLASES

(2017 September 16, Krakow)

Introduction

The challenge of comparative urban history ANNGRET SIMMS (Dublin)

Comparison as a scientific method was part of the initial idea behind our European Historic Towns Atlas (EHTA) project. Comparative studies promotes a better understanding of common European roots with the ultimate aim of establishing a typology of European towns. We shall mention five practical problems to be addressed: conceptual differences in the production of the different national historic town atlases, the compatibility of scales in the different national atlases, the uneven presentation of historical data in the different national atlases, the language barrier for many national atlases and the difficulties of accessing national atlases.

When Heinz Stoob and M.D. Lobel had succeeded in setting up the EHTA project in 1955 their energy went primarily into producing atlases. Over the last few decades, with *c.* 500 towns having been published as part of our project, the call for comparative studies has become more insistent within the town atlas community. We will face up to the criticism that our atlas work lacks a theoretical framework. We shall explore criteria for a comparative methodology as those are essential prerequisites. We shall look at comparative studies done under the auspices of the Commission during the last decades, following different conceptual approaches. These include the comparison of large medieval towns located on rivers (Cologne and Vienna or London and Dublin), the comparison of the location of public institutions in early and high-medieval towns in the core and in the periphery of Europe, the comparison of place-names on cadastral maps from different European towns or the study of the grid-plan in East-Central European towns as the expression of a specific form of governance in a specific region at a particular time. We shall demonstrate how the cadastral maps that constitute the core maps of the national atlases provide a reliable topographical base for this type of research but we shall stress that further historical data is necessary for any meaningful analysis. In the mid-twentieth century Edith Ennen spoke at a Commission meeting of the need for urban studies at an international level so that a typology of European towns might be established. The Cracow conference is our wholehearted response.

Anngret Simms is Professor Emeritus of Historical Geography at University College, Dublin. She is a member of the Royal Irish Academy. She was one of the founder members of the Irish Historic Towns Atlas and since 2017 acts as a consultant editor. She is one of the conveners of the Atlas Working Group of our Commission.

Creating Town Typologies: a Target or a Tool? KATALIN SZENDE and MAGDOLNA SZILÁGYI (Budapest)

The difficulty of defining “the city” is proverbial among urban historians. This challenge, however, can be turned into a strength. Instead of insisting on finding a “one-size-fits-all” general definition, it might be more useful to acknowledge the enormous variety of cities and towns, to identify common functional features, and classify the cities accordingly. Groups such as cathedral cities, royal and princely seats (*Residenzstädte*), fortress towns (*Festungsstädte*), industrial and harbor cities, and so forth, share many common features that allow us to develop a research agenda concerning their emergence, development, transformations, or eventual decline.

Our paper will survey the Historic Towns Atlases published so far and attempts a classification according to the main functional types, offering an overview of the work accomplished so far, with its strengths and eventual shortcomings or gaps. We shall present the criteria that we employ when classifying the towns into the various categories, and the difficulties that we encounter during the process. The aim of this experiment will be to help the editors of the atlas series address the imbalances in the choice of towns to be included in the series and, more importantly, to offer the users of the atlases information for planning comparative projects on a European scale. In brief, it will hold us a mirror that shows how representative the HTA series is of European urbanization and invite for a better exploitation of the resources hidden in the fascicles published over almost 50 years.

Katalin Szende is an Associate Professor of Medieval Studies at the Central European University, Budapest. Her research concentrates on medieval towns in the Carpathian Basin and Central Europe, with particular regard to society, demography, literacy, everyday life, and topography. She is the series editor of the Hungarian Atlas of Historic Towns since 2007. She is co-editor of the volumes *Medieval Buda in Context* (Brill, 2016, with Balázs Nagy, Martyn Rady and András Vadas) and *Medieval East Central Europe in a Comparative Perspective* (Routledge, 2016, with Gerhard Jaritz).

Magdolna Szilágyi is an Associate Research Fellow of the Institute of History at the Research Centre for the Humanities of the Hungarian Academy of Sciences, Budapest. She has been managing editor of the Hungarian Atlas of Historic Towns project since 2016. Her research interests lie in the fields of historical geography and landscape archaeology with special focus on medieval roads and settlement systems. The revised version of her dissertation has been published under the title *On the Road. The History and Archaeology of Medieval Communication Networks in East-Central Europe* (Archaeolinuga, 2014).

Cathedral, Episcopal and Monastic Towns

Cathedral, Episcopal and Monastery Towns in Italy – Summary

MARCO CADINU (Cagliari)

In Italy, in different geopolitical areas (Longobard, Roman, Byzantine, Norman), the towns and the bishops are related during the Middle Ages. Gregorio Magno intervenes in this dynamics with his letters at the end of the sixth century. His intention was to improve the ethics of bishops, their autonomy in face of the local governments, but also to protect those parts of civil society to whom the Foundation of monasteries and hospitals was often due. The monasteries, but above all the Bishops were active in the development of Italian cities: in general we can consider some aspects:

(1) Bishops were the guarantors of the values of *civilitas* and *liberalitas*, were legitimized by the pope and had great economic power. This derived from the rents on the most important resources of their territory (e.g. bridges, major communication routes, harbors, salt basins, ponds).

Their original residence site was next to the cathedral, often inside the area of the ancient roman town, where they were obliged to remain in the custody of the saints (*reliquia*) and cemeteries (*lex canonica*). The *Civitas* was the site of their territorial competence and it was inhabited by one or more separate urban group.

Bishops established new villages, often related to roads and market places; they assigned them to groups of families and promulgate rules. Some of them, upon Pope's permission privilege (*privilegium pontificalis*), could be established as new suffragan Sees with a new bishop.

The displacement of the bishop's seat was an act of great importance and involved the translation of the holy bodies (Genova, 1121). The bishop followed the displacement of the *burgus* or the considerable growth of a new communal town. Among the causes: military or Arab invasions; The construction or reconstruction of the cathedral, episcopal residence and baptistery; The foundation of a new city, such as Cencelle, established by pope Leone IV.

(2) From the 11th to 12th century, the bishopric power declined in the face of the increase of feudal and communal towns. The bishop loses part of the annuity but the town recognized him a strong income and a high civic representation role. In addition, it should be noted that the main squares often became the place of the harmony of civil and bishopric powers. Their palaces stood close. In other cases the bishop had his own square, separately from communal's one and merchant's square.

(3) Monasteries, especially until the twelfth century, support urban development, with functions of assistance and hospitality, with the presence in places of particular production significance.

a. The Cistercians build their small monastic towns in the territory, separate from main town. Their considerable growth attracts skilled craftsmen and architects, whose work can be found in monuments and towns projects.

(4) From the thirteenth century Mendicant Orders convents, a new institution other than monasteries, and intermediate between bishops and communes, promote new urban balance. In agreement with the Pope and the commune, they limit bishopric power, manage entire urban areas or districts, promote parceling of their urban land. Increasing communal towns included them in the new town wall.

Marco Cadinu, Ph.D. in “Storia della Città” (University of Rome), teaches History of Architecture and History of Medieval Cities at the University of Cagliari. He is the coordinator of several research and cooperation projects on the history of architectural and urban heritage of Mediterranean regions. Its recent *Urban Planning and New Towns in Medieval Sardinia* is part of the volume “A Companion to Sardinian History, 500 – 1500, Leiden: Brill, 2017. He has been the editor of *Cadastrés and the history of places (I Catasti e la storia dei luoghi)*, Roma 2013, and, with Enrico Guidoni, *The European city of the fourteenth century. Transformations, monuments, urban extensions (La città europea del Trecento. Trasformazioni, monumenti, ampliamenti urbani)*, Roma 2008.

Cathedral, Episcopal and Monastery towns

SARAH GEARTY (Dublin)

When thinking about types of town in Ireland, the story begins with monastic settlements that were widely distributed across the county in the Early Middle Ages. Many of these centres survive as part of the present day urban network but the question of when they became towns proper has been an enduring one. Clarke and Simms applied the term proto-town to such cult settlements that displayed urban attributes but whose emphasis was predominantly religious. In the twelfth century, monastic organisation was replaced by a diocesan structure, which shifted the pattern to a more secular one. Cathedrals were established on former monastic sites and bishops replaced abbots in the associated hierarchy. The arrival of the Anglo-Normans to Ireland in 1169 introduced a new structure, one that was essentially urban but that incorporated elements of the old, underlying monastic world. Eight examples of Irish towns that evolved from monasteries have been published in the Irish Historic Towns Atlas (IHTA) series. As a consequence, there is an emerging literature on the comparative aspects of what has been termed the so-called ‘monastic town’. This paper will use the evidence from the Atlas and associated publications to discuss topographical elements of the formation of this most original type of Irish town.

Sarah Gearty is cartographic and managing editor of the Irish Historic Towns Atlas (IHTA), Royal Irish Academy, Dublin. She co-editor (with H.B. Clarke) of *Maps and texts: exploring the Irish Historic Towns Atlas* (2013); and co-author with Eva Chodějovská and Daniel Stracke of ‘The “Digital Turn” of the European Historic Towns Atlas: comparing solutions for digital atlas production and online presentation’, in *Città e Storia*, x, no. 1 (2015), pp 89–121. She is a member of the International Commission’s Atlas Working Group.

Residential Towns / Residenzstädte

Krakau und Buda als Residenzstädte – ein Vergleich

ZDZISŁAW NOGA (Kraków)

Die beiden Residenzstädte Krakau und Buda in Polen und in Ungarn haben sich ähnlich in der vorindustriellen Zeit entwickelt. In beiden Fällen war eine der wichtigsten Entwicklungsfaktoren war die optimale Situierung an einer Kreuzung von Handelswegen und die Präsenz der Königshöfe. Seit dem frühen Mittelalter waren diese Städte „sedes regni principales“ („sedes regia“). Seit dem 14. und 15. Jahrhundert wurden diese Städte zu ständigen Residenzstädten mit einem königlichen Palast/einer Burg, die zwar von der Stadt getrennt war, aber großen Einfluss auf das Leben der Städte hatte.

Im Referat werden die topographische Lage beider Städte und die Anfänge der Kommunen vorgestellt, die nach dem Mongoleneinfall 1241/42 nach dem Magdeburger Recht gegründet wurden. Damals wurde Buda und Krakau vermessen, aber Stadtraum war nicht ideal rechteckig, weil beide Städte auf schon früher besiedelten Terrain entstanden sind. Sie hatten die Form eines verlängerten Dreiecks, was von den topographischen Bedingungen abhängig war.

Ähnlich irregulär war die Lage der Pfarrkirchen. In beiden Städten begann der Bau der Kirche vor der Lokation und wurde nach der Gründung der Gemeinden beendet. Die Marienkirche in Buda war Krönungsort der ungarischen Monarchen, aber die Pfarrkirche in Krakau (auch Marienkirche) dagegen nicht. Die Krönungen der polnischen Könige fanden in der Kathedrale auf dem Wawel-Hügel statt.

Charakteristisch war die Multiethnizität der Städte, die relativ große Rolle der Deutschen in den Anfängen von Krakau und Buda und die wachsende Bedeutung der Ungarn und der Polen in den späteren Jahren. Ähnliche Funktionen in beiden Städten spielten die Italiener und die jüdischen Gemeinden, die allerdings, ähnlich wie in Buda, auch in Krakau am Ende des 15. Jahrhunderts zu einem neuen Stadtviertel verschoben worden sind.

Krakau und Buda waren Agglomerationsstädte, mit den Nachbarstädten Kleparz und Óbuda und mit der am anderen Ufer der Weichsel gelegenen Stadt Kazimierz und Peszt am anderen Ufer der Donau. Beide Städte hatten zahlreiche Ähnlichkeiten mit Prag. Am Ende der vorindustriellen Epoche hatten Buda und Krakau ihre Rolle verloren, Buda vorübergehend, Krakau auf immer.

Cracow and Buda as Residential Towns – a comparison

Cracow and Buda, the Polish and Hungarian royal seats, have developed in a similar way. For both cities one of the most important factors of their development was the favourable location on the trade routes crossroads and the presence of the royal court. Since the early Middle Ages, both cities have been considered as sedes regni principales (sedes regia).

Since the 14th – 15th century they became the permanent royal seats. In time, the royal residences have been separated from the town itself.

This paper presents the topographic location of both cities and the beginnings of their autonomous communities, which were founded after the Mongol invasion (1241–1242), basing on the Magdeburg Law. At that time, both Buda and Krakow were measured but the city space was not ideally regular because both cities have developed on a previously inhabited terrain and had the form of the extended triangle, what depended strongly on the topographical conditions.

The location of the parish churches was similarly irregular. In both cities the construction of the church began before the city's foundation and was finished after the creation of the local community. St Mary's Church in Buda was the crowning place of the Hungarian Monarchs, but the parish church in Cracow (also St Mary's Church) not. The coronations of the Polish kings took place in the Cathedral on Wawel Hill.

The characteristic features for both cities were also their multiethnicity, a relatively important role played by the Germans in the beginnings of Cracow and Buda's history and ever-growing importance of Hungarian and Polish in the later years. Similar functions in both cities have had the Italian and Jewish communities, which, both in Buda and in Cracow, have been moved to the new city districts at the end of the 15th century.

Cracow and Buda were agglomerations, along with their neighbour cities – Kleparz and Óbuda, the city of Kazimierz on the other side of the Vistula river and Peszt on the other side of the Danube river. Both had many similarities with Prague. At the end of the pre-industrial era, both cities had lost their role, Buda for the short time, Cracow forever.

Zdzisław Noga (geb. 1961), Professor für polnische und mittelalterliche Geschichte an der Pädagogischen Universität in Krakau, Promotion 1993, Habilitation 2003, Professor 2010; leitet Lehrstuhl für Archivwesen und Historische Hilfswissenschaften am Institut für Geschichte, er war zudem Dekan der Fakultät für Geisteswissenschaften der Pädagogischen Universität in Krakau; Vorsitzender der polnischen Kommission für Städtegeschichte; Mitherausgeber der Bände der „Josephinischen Landesaufnahme von Galizien“ (1779–1783), Redakteur und Herausgeber der Atlanten der kleinpolnischen Städte.

Residential Towns of Romanian Princes LAURENȚIU RĂDVAN (Iași, Romania)

Towns have had the most diverse of functions, ever since their first days. Of all of these, it is their economic role which is the most obvious, since it often contributed to their advance or decline, but there are other functions to consider as well: social, cultural or religious. We must also not overlook the special connection between some towns and the political authority of the day, since rulers often chose towns as mainstays of their power. This dates back to Antiquity, with relationships between towns and the central authority varying

significantly. In most cases, when said authority was located in a settlement, it markedly influenced that settlement's development and its status within the hierarchy of local urban centres. This process is encountered all over Europe, but the early Middle Ages display a specific feature, that of the mobility of the ruling power. Unique seats of power will appear only later, even in Western and Central Europe, as royal power begins to consolidate. The Romanian Principalities of Wallachia and Moldavia display a similar evolution, with the main difference stemming from a significant delay on their timeline. The mobility of the ruling power, which involved princes temporarily settling in one seat or the other, is a feature of the Principalities between the 14th and mid-16th century. There were, nevertheless, a series of main seats (*curți* in Rom.), which were gradually displaced from the borders of the region towards its centre: Argeș-Târgoviște-București, in Wallachia; Siret-Suceava-Iași, in Moldavia. This relocation reveals a desire by the rulers to find a position where the countries they led could be better managed, judged or even taxed. In Wallachia's case, the growing Ottoman influence interfered with the evolution of the main seat of power, since Ottomans sought to bring rulers into a position where they could be more easily overseen. Under these conditions, the centrally-located seat at Târgoviște was gradually abandoned in favour of the one in Bucharest, only 60 km away from Giurgiu, a fortress under Turkish control. As for the relationship between princely seats and the towns hosting them, it is of a complementary nature. The seat served several purposes: 1. a symbolic one, as seat of power for the main institution in the country; 2. a legal one, as a place where trials were held; 3. a residential one, since it hosted the ruler; 4. a military one, for protecting him. As a conclusion, the residences in the towns of the Romanian Principalities were similar to the *curia* or *sedes regiaie* in Central and Western Europe, in that they were centres of internal and external policies; at the same time, they were also simple *domus*, palaces for the rulers and their families, along with a large retinue and a garrison. Instead, the town provided the required products to the court, as well as people specializing in various crafts. The towns where the main seats were located thrived thanks to the ruler and his retinue, who were major clients for local or foreign traders. It was no accident that, when the court was located for a longer period of time in a town, it became the largest and most important of the country. Where topography is concerned, the seat of the prince was physically separated from the city in the 14th–16th centuries by a moat and walls (stone or palisade). After ca. 1600, this separation would gradually disappear, the moat being covered, and walls surviving as a demarcation line for another two centuries, with the seat being also integrated in the town. From the mid-17th century on, there are capital-towns, with the rulers taking up permanent residence in București (Wallachia) and Iași (Moldavia); the symbolic indication of this change being the fact that Metropolitan bishops moved here.

Laurențiu Rădvan, Professor at the Department of History, "Alexandru Ioan Cuza" University of Iași, Romania, research on late medieval and pre-modern towns in the Romanian Principalities, with a special interest in urban society, economy and topography

Fortress Towns / Festungsstädte

Festungsstädte in Österreich FERDINAND OPLL (Wien/Vienna)

Bei Festungsstädten handelt es sich um einen außerordentlich präzise fassenden Städtetyp der frühen Neuzeit, dessen maßgebliche Charakteristika klar zu definieren sind, ohne dass dies bereits ausreichend getan worden wäre. Österreichische Festungsstädte bleiben daher bislang eher ausgeblendet, während das Aufkommen dieses Städtetyps sowohl im Ursprungsland der neuen Festungstechnik selbst, in Italien, als auch im Mittelmeerraum, in den Niederlanden, Frankreich und England oder auch in Polen großes Interesse auf sich zieht.

Die großen militärischen Auseinandersetzungen der Epoche boten den Anlass, die vorhandenen mittelalterlichen Stadtbefestigungen umzugestalten. Daneben spielt auch Streben nach Repräsentation eine Rolle, sich des modernen Festungsbaus zu bedienen. In Österreich ist der Typus Festungsstadt stark auf die östlichen Gebiete beschränkt. Für den Westen des Landes lässt sich dagegen – mit Ausnahme von Salzburg – dieser so markante Städtetyp praktisch nicht belegen. Vor allem für Wien und Graz sind weitere Elemente zu fassen, die den Städtetyp „Festungsstadt“ noch bereichern: zum einen militärische Zweckbauten (Wiener Arsenal), zum anderen die Gründung militärischer Institutionen (Hofkriegsrat in Wien und dessen innerösterreichisches Pendant in Graz). Für Wien liegen zudem Belege vor, in welcher Weise städtisches Selbstverständnis vom Charakter der „Festungsstadt“, des „Bollwerks der Christenheit“ geprägt wurde. Schließlich ist auf den „italienischen Faktor“ des gesamten Geschehens hinzuweisen. Im Raum der italienischen Signorien und Stadtstaaten mit ihren vielfachen Kämpfen wurzelte das unter Rückgriff auf antikes Wissen entwickelte Modell des Bastionärssystems. Ab der ersten Hälfte des 16. Jahrhunderts breitete sich diese neue Befestigungsmanier über weite Teile des Kontinents aus, wurde bald zum ganz selbstverständlichen Standard der Beschaffenheit von Festungen. Festungstheoretiker und deren Werke, Planer und Bauleute selbst waren vielfach Italiener. Von Ferdinand I. angeworben, kamen sie nach Österreich, zunächst in Sonderheit nach Wien, das damit zur ersten Stadt nördlich der Alpen wurde, die den später so weit verbreiteten Typus der Festungsstadt verkörpert.

Fortress Towns in Austria

Fortress towns are a very precise and widely spread town type of the Early Modern Era in the European context. The main features of this town type can be defined in a very clear manner although until now this has not been done in a sufficient manner. Strangely, Austrian fortress towns have been mostly disregarded so far, although their development on

the other hand has been widely discussed in the framework of its country of origin, Italy, as well as in the Mediterranean area, the Netherlands, in France, England, but also in Poland and Lithuania.

The background for all these innovations and meliorations with regard to existing medieval town walls were the great military conflicts of this era. Intentions of representation could also play an important role in this matter. To have such a modern fortress town at his disposal was a great attraction for any regent of a princely state of this time. In Austria the town type fortress town is predominantly restricted to the eastern part. For the western regions this ever so characteristic town type – with the exception of Salzburg – cannot be found. Especially for Vienna and Graz there are also other elements which add to the town type of the fortress town: military functional buildings (the Ship's Arsenal in Vienna), on the one hand but also the founding of military institutions (the Aulic War Council in Vienna and its counterpart responsible for Inner Austria in Graz). With regard to Vienna there is also evidence that the urban self-conception was formed by the character of the fortress town as "Bulwark of Christendom" ("Bollwerk der Christenheit" [coeval expression]). Finally, it is the "Italian factor" which has to be stressed with regard to all these far-reaching and dramatic events. The new model of the bastionary system originated in the sphere of the Italian *Signorie* and City States, as a consequence of the manifold enmities amongst them as well as the result of the renaissance of antique knowledge with regard to architectural theory, of surveying and mapping. From the first half of the 16th Century this new manner of fortification-building spread over wide parts of the Continent. The great contribution of Italians is one of the main features with regard to fortification-theorists as well as planners, architects and workers. Ferdinand I intentionally recruited Italian specialists and had them brought to Austria, especially to Vienna which became the first town north of the Alps to incarnate the town type of the fortress town that was to spread so widely over many countries of Europe.

Ferdinand Opll: geb. 1950, Studium der Geschichte, Kunstgeschichte und Germanistik an der Universität Wien, 1974 Promotion zum Dr. phil., 1977–2010 Archivar im Wiener Stadt- und Landesarchiv (von 1989–2010 Direktor des Archivs), 1985 Habilitation im Fach Mittelalterliche Geschichte und Historische Hilfswissenschaften an der Universität Wien; 2002–2009 Leiter des Ludwig-Boltzmann-Instituts für Stadtgeschichtsforschung. Vorstandsmitglied der Commission internationale pour l'Histoire des Villes seit 1991

Publikationen: hochmittelalterliche Geschichte (12. Jahrhundert, vor allem Epoche Kaiser Friedrich Barbarossas), Stadtgeschichte Wiens, vergleichende Städtegeschichte, Kartographiegeschichte; Redakteur und Herausgeber des Österreichischen Städteatlas (1978/82–2014).

Fortified Towns in East Middle Europe

RAFAŁ EYSYMONTT (Wrocław)

Fortifications is the immanent part of the city. Their shape was more the result of external treatments, than the initiative of the local power. A comparative study of this phenomenon must take into account mainly political conditions changing the various urban centers. The technical elements of the town's fortress are merely the result of these determinants.

We can distinguish three main stages development of the fortified settlements in East Middle Europe:

- a. Gród (Castle) IX–XIII c.
- b. Walled medieval towns XIII–XV c.
- c. Fortified new modern and modern cities XVI–XIX c.

Generally Towns are fortified with one of the types of fortifications:

- a. Towns reinforced by the fortifications of the castle
- b. Towns with independent citadel
- c. Town's fortresses

Urban fortification is characterized also by the technical system, fortification school. As for the early modern epoch, these schools are repeated in both western and eastern Europe:

Late medieval and early modern bastion system – XV–XVI c. (masonry structures)

Bastion fortifications old and new Italian School, Daniel Specklin XV c. – second half XVI c. (masonry and earth structures)

Bastion fortifications old dutch and new dutch school, XVII c. (earth and wooden structures)

French Vauban's school (bastion, mainly earth structure)

Prussian school as a continuation of the french school of Montalbert's system, XVIII c. (bastion, earth and wooden structure)

New prussian school 1815–1860 (masonry structures)

Modern city fortresses at the times of the end of XIX c. and the first and second World War (linear defense system with earth and masonry structures)

All of these fortification models were found in Central and Eastern Europe, though the patterns for them were often created in the Mediterranean, west and northern Europe. As examples models of the development of the fortified cities, they are the towns already included in the program of the Historic Towns Atlas (Wrocław, Świdnica, Legnica, Oława, Namysłów, Cracow, Lwów, Toruń, Gdansk). The other fortified towns like Petrovaradin (Serbia) Teresin (Czech Republic), Josefov (Czech Republic), Nysa (Silesia), Zamość, Przemyśl (Poland) are not covered by the atlas program yet. Indication of these particularly interesting examples is perhaps a stimulus for their choice for HTA programm.

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Industrial and Harbour Towns / Industriestädte und Hafenstädte

Europäische Hafenstädte

ZOFIA MACIAKOWSKA (Danzig)

Eine Analyse der in den historischen Atlanten europäischer Städte publizierten Materialien über die Hafenstädte Europas verleitet uns zum Versuch, eine Antwort auf die Frage zu finden, ob man in ihren Stadtplänen gemeinsame Merkmale eruieren kann, die sich aus ihrem Hafencharakter ergeben würden. Als wichtigste Faktoren, welche die Form einer Stadt beeinflussen, kann man ihre Topographie und die Ansiedlungsbedingungen in der ihrer Entstehung vorausgehenden Periode nennen – also die Struktur des Geländes, den Verlauf früherer Handelsrouten, sowie auch strategische Funktionen, die ihrem Entstehungsort zugeschrieben wurden. Die Raumaufteilung in den Städten, die im Gebiet früherer Flussübergänge an den Flussmündungen gegründet wurden, unterscheidet sich von denjenigen, in denen der Hafen an einer Flussmündung oder direkt am Meer entstand. Der Hafen und seine Kais sowie auch die Lagergelände erforderten nämlich einen bequemen Zugang. Die Entwicklung einer Stadt und ihres Hafens hing vor allem von der wirtschaftlichen Konjunktur und den Produktions- bzw. Exportmöglichkeiten des Hinterlandes ab, das er bediente. Nicht ohne Bedeutung waren auch die Naturbedingungen, die für eine räumliche Expansion der Stadt notwendig waren und für die Möglichkeit, eine entsprechende Wasserstraße und auch die Hafenbecken für Schiffe von immer größeren Ausmaßen und größerem Tiefgang zu erhalten. Die Stadtentwicklung im 19. Jahrhundert war auch durch die Entwicklung des Eisenbahnwesens bedingt.

Bei den Überlegungen über die Form der Hafenstädte muss man auch ihre Entstehungszeit mitberücksichtigen. Anders verlief die Entwicklung in Städten, die auf der Basis früher existierender Ansiedlungsstrukturen entstanden, anders in solchen, die „auf roher Wurzel“ neu erbaut und von Anfang an als Hafenstädte geplant wurden. Die Entwicklungsprinzipien der ersteren wichen nicht von denjenigen ab, die wir von den Siedlungszentren im Binnenland kennen, wobei ihr Charakteristikum die Ausrichtung auf den Hafen und den Kai, also auf erwartete Quellen der Prosperität ist. In Städten, die eine Antwort auf die politischen Veränderungen und die wirtschaftliche Entwicklung der jew-

eiligen Region bildeten, verwendete man in der Regel schon erprobte Modelle der urbanen Raumaufteilung.

Einen interessanten Punkt bildeten die Standorte von Objekten, die typisch für Hafenstädte sind, wie etwa Werften, Lagerplätze, Speicher, Lager oder Fischverkaufsstellen, sowie auch die soziale Topographie einer Stadt in Bezug auf Menschen, die auf See arbeiteten, am Schiffsbau bzw. an Schiffsrenovierungen oder an der Hafenbedienung beteiligt waren.

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Industrial towns in Ireland

STEVE ROYLE (Belfast)

One affect of industrialisation was the decline of localism regarding manufacturing, as small towns serving local hinterlands proved unable to compete in the production of manufactured goods for their local areas against the outputs of growing industrial cities, supported by increasingly dense and sophisticated transport networks and incipient globalisation. This transformation impacted the urban hierarchy in Ireland as most other European countries, although, as always in Ireland regarding developments encompassing the 19th century, the famine of the 1840s and its lasting impacts complicate matters. The growing number of fascicles published by the Royal Irish Academy under its *Irish Historic Towns Atlas* series enable the impacts of the growth of industry to be studied on the ground. This paper takes Fethard and Bandon as two regional centres where industry and the towns themselves decline. It then focuses on the development of the major beneficiary from the patchy and partial industrialization of Ireland, the city of Belfast where the population rose from 71,000 in 1841 to 350,000 by 1901. The city was transformed particularly through the development of linen manufacture and shipbuilding. Much wealth was created, civic aggrandisement was evident, but there was hardship and poverty for some and the troubled experience of Belfast in the 20th century can be rooted partly to this industrializing period. The local poet, Thomas Cairnduff starts his 1924 poem on Belfast, *Songs from the shipyard*, positively:

Oh, city of sound and motion/Oh, city of endless stir

but ends in more somber tones:

The sheen of her glory will vanish/And the faith of her sons shall fade

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Industrial towns in the Rhineland and in Westphalia

DANIEL STRACKE (Munster)

The paper examines the uses of Stoob model Historic Towns Atlases for the study of industrial towns in the Northwest German regions of Westphalia and Rhineland. Starting off with an introduction to the characteristics of Germany as a diversified Historic Towns Atlas landscape, and the variations of HTA projects there, it contextualises the Stoob model and takes a closer look at the cartographic contents of these atlases.

The lead question pertaining to the ways in which characteristic topographical features of industrial towns are depicted is answered using case studies from the series *Rheinischer Städteatlas*, *Westfälischer Städteatlas/Historischer Atlas westfälischer Städte* and *Deutscher Historischer Städteatlas*. The paper presents and analyses the HTA content with special focus on the historic maps and their cartographic conventions as well as attempts made by the atlas projects at illustrating industrial development in thematic maps. The methodologies of thematic mappings for the heavily industrialised towns of Gelsenkirchen and Dortmund are contrasted in detail. The discussion focuses on the problem of periodisation and the dynamics of urban development in an industrial setting. Based on the findings the conceptualisation of 'the industrial town' as an ideal type is reviewed.

Daniel Stracke: Researcher, doctorate in Medieval History in 2013, thesis on 15th and 16th century monastic reform in Northwest German towns. Since 2004 employed in the Institute for Comparative Urban History (Institut für vergleichende Städtegeschichte – IStG) in Münster as a cartographic and copy editor as well as an author for the German national HTA series (*Deutscher Historischer Städteatlas*). Main research interests: urban topography, maps and images as historical sources, Digital Humanities.



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