English Summaries

Anselmo Baroni, Elvira Migliario: From motorways to Roman viae. The diachronic use of some great transalpine road axes seen through the lens of political and institutional history

Before the *Autostrada del Sole* was built, Central and Northern Italy were connected by the Via Flaminia, which, first designed around 220 BC, linked Rome to the Adriatic Sea. The Augustan Age (31 BC-14 AD) witnessed a momentous turning point in road construction. The Empire had to assure smooth access and traffic across its huge territory. Therefore, transit roads having become crucial, leading-edge techniques were applied to building them. More particularly, the "Claudia Augusta" Road (laid out in 15 BC and rebuilt in 46 AD), which crossed the Resia Pass, remained for long the most important access route linking Northern Italy to the Rhine border. However, all mountain-pass roads served two different functions. They acted, on the one hand, as regulating elements of the regional spaces into which the Alps were divided and governed. On the other hand, they were the main thoroughfares between the transalpine provinces and the Po Valley, integrating the Mediterranean with the Continental components of that complex system which was the Empire.

Umberto Tecchiati: Invisible road networks. Cultural relations in the Eastern Alps (c. 2500 to c. 1500 BC)

Intense contacts and cultural exchange between different sides of the Alpine watershed, more particularly in the Eastern Alps, existed as far back as the Palaeolithic, in connection with the trade of raw materials, mainly flint stone. These contacts increased from the Neolithic Age, and they were subsequently, in the Roman Era, to be indisputably proved by the existence of proper long- and very-long-distance roads systems. Indirect documentary evidence of established road networks, though archaeologically nearly always "invisible", was

also found in more ancient times. In particular, manufactured products (e.g., axes and daggers) were unearthed as far away as hundreds of kilometres from where they were originally produced. Secondly, peculiar symbolic and spiritual attitudes – e.g., the steles of the Copper Age, some features of funeral practices, etc. – have emerged broadly across the European territory.

Markus A. Denzel: Markets and Fairs in the pre-industrial Alpine area. Their significance for trans- and inner-Alpine Commerce

Markets, understood here as annual rather than weekly markets, and fairs are among the central institutions of preindustrial times, through which not only commodities and money, but also information and innovations were exchanged and distributed. Markets and fairs were essential nodes in local, regional, and international trade networks of merchants and pedlars of all sizes. At the same time, they were central transit stations of trans- and inner-Alpine traffic. Therefore, they are important hubs in the pan-European trade and communication system, providing a sort of essential hinge between economic areas at different stages of development. Based on this concept, adapted from Fernand Braudel, this contribution examines the question whether or to what extent we can, and it makes sense to, identify the specificity of certain aspects or structures of Alpine fairs and markets.

Christof Jeggle: Commercial Law in Transit: establishing the groundwork to secure a legal basis for transalpine trading companies

The term "transit" often focuses on persons, goods or material infrastructure. Yet, by travelling across spaces, not only people and goods are moved, but also ideas and conventions that promote the coordination of transport and economic exchange. As an essential element of these exchanges, commercial law sets out fundamental preconditions for the transfer of goods and values. When European commercial exchange intensified, the different practices of commercial jurisdiction gradually gained acceptance on both sides of the Alps. In this paper, we follow the process of this adoption alongside the transalpine Italian-German commercial relations in the sixteenth and the seventeenth century.

Miha Kosi: Eastern transalpine gateway as a "land of passage" in the late Middle Ages

Lying at the juncture of the Alps and the Dinaric mountains, the Carniola province connects with the Mediterranean through a low pass, the Postojna Gate (619 m.). In the mid-fourteenth century, the thrust to the Adriatic became the Habsburgs' main political objective (Duke Rudolf IV and successors). With the annexation of Trieste (1382) the Austrian lands secured a gateway to the Mediterranean. Many towns became prosperous with the revenues from particular forms of controls and road tolls known as *Strassenzwang* and *Niederlagsrech*. Many people were engaged in trade and transport. Peasants with packhorses, carrying salt, wine, grain, olive oil, iron and wood products to and from the Adriatic, were until the eighteenth century the backbone of the transport system. In the late Middle Ages, Carniola was a good example of a mountain economy benefiting from being a transit zone: unsuited to any large agricultural surplus, but eminently transport- and trade-oriented.

Josef Focht: Lute-making and commerce of yew wood

Lute-making developed in the town of Füssen (*Füssener Lautenbau)*, from 1430 to 1623 approximately, through a productive process based on the division of labour. Likewise, centres for the final assembly phase and for trading were located south of the Alps, in particular Venice and Padua. Yew, a wood mostly sourced in the northern reaches of the Alps, was a raw material of the greatest relevance for manufacturing of stringed musical instruments; the primary competitor for the use of this resource was the English weapon production. It is difficult to retrace the process of emancipation of the transalpine commerce of yew wood only by relying on archival records. Hence, we need to take into account various clues from cultural history. From these we should be able to build a clear picture of a new profession, which was later to distinguish in an exemplary fashion the production of musical instruments across the whole of Europe.

Davide De Franco: Between Lyon and Italy. The movements of goods along the Susa road in the 16th and 17th centuries

The Mont Cenis Pass and the Susa Valley played a prominent role in the goods traffic network between France and Italy in the modern age. The House of Savoy put pressure on the merchants to choose the Susa Valley route, and

even exacted the payment of a tax, known as "dacito di Susa" (Susa duty), for the transit of silks directed to Lyon through the Sabaudian Alps. Against this backdrop, the merchants of Lyon and Geneva, by preferring the Simplon Pass, competed fiercely over commercial transits using the Western Alps routes. The Savoy monarchy tried to exercise a monopoly both by diplomatic means and by reducing customs duties.

Marion Dotter: Transalpine Trade. Italian merchants in the Upper Danube region during the first half of the 18th century

It was particularly in the early seventeenth century that Italian merchants began to play an increasingly bigger role in Austrian trade and state finances. This study aims to analyse this sort of merchant diaspora as a link between the Mediterranean and the Imperial residential City of Vienna during the 1720s and 1730s. Making use of the toll registers of Aschach ("Aschacher Mautprotokolle") and the register of Viennese tradesmen ("Wiener Merkantilprotokoll"), we were able to identify Italian merchants of this period and obtain information on their economic activities. Our article focuses mainly on the transport route via the port town of Hall in the Tyrol, on the typical "Italian" range of products, and on some significant representative figures of Italian merchants and companies, for example, Dominicus de San Nicola, Johann Peter, and Johann Baptist Bolza or Georg Veronese.

Luciano Maffi: The Spluga route in the 17th century. Transport systems, goods shipping, and trade relations between Lombardy and Europe

The paper studies the commercial strategies enacted by carriers and merchants who sent goods through the Spluga Pass in the eighteenth century. Based on the 550 records (including commercial letters, waybills, invoices and six-month reports) made available at the Via Spluga and Val San Giacomo Museum we were able to analyse not only purchases and payments, destinations and commercial towns, but also the inevitable problems, such as damaged goods or late deliveries. A closer look at these documentary sources helps us to confirm that the Alps contributed to creating strong connections: far from being a barrier, they offered opportunities for economic and social development. The same was true of the towns located along the international route, which were not so marginal as the current situation might suggest.

Riccardo Cella, Claudio Lorenzini: People on the Bridge: Conflicts and oversight of thoroughfares in Carnia in the latter half of the 17ᵗʰ century

The economic changes observed on the Venetian Mainland after the opening of the free port of Trieste in 1719 led to further reduce the importance of Pontebbana, the main road connecting Venice to Vienna through Canal del Ferro. Alternative solutions linking Venice with the Imperial territories were sought, in the direction no longer of Carinthia but of the Tyrol. In the 1760s, the State started work to build the established layout. In Tolmezzo, a small alpine town in Carnia, the road would have to cross the But (one of the tributaries of the Tagliamento), and this required building a bridge. In our paper, we reconstruct the context in which Venice gradually opted for the "San Candido road". Likewise, we explain the ways in which the Republic of Venice carried out the work, and the conflicts that flared up between the communities and Tolmezzo, particularly Verzegnis, to acquire the timber needed to build the bridge. This case highlights all the pros and cons of involving village communities in the implementation of a State's infrastructure.

Luigi Lorenzetti: Transalpine transits and risk management. The example of the St Gotthard: 14ᵗʰ–19ᵗʰ century

The opening of the Gotthard Base Tunnel (AlpTransit project) heralds in a new phase in the history of transalpine transits. At the same time, it will utterly transform the relationship built up over the centuries between the territory and its economy, and the natural environment. This paper seeks to illustrate the part played by risk in managing movements of people and goods through the mountain pass. It does so by presenting an historical overview beginning from the first mule track in the Middle Ages, and ending with the inauguration of the first railway line at the end of the nineteenth century. Ultimately, security was a variable that, together with fast and regular links and their economic advantage, determined the competitiveness of the mountain pass vis-à-vis its sister alpine passes.

Andrea Leonardi: Luigi Negrelli. A protagonist in the railway success story in Mittel-Europa

Luigi Negrelli (1799–1858) is one of the most distinguished representative figures of innovation in the nineteenth century transport system. As the designer of the Suez Canal, he was instrumental in helping connect not only different and distant European regions but also the Mediterranean Sea with the Indian Ocean. A large part of his professional activity, however, was devoted to the railway, which in his time was considered a revolutionary means of transport and communication. This essay analyses Negrelli's contribution to the conception, the design, as well as the assessment and management of several major railway lines in the Alpine and Central European areas.

Agnès Pipien Marty: Building the Lauteret Road: where national land-planning policies are constantly out of tune with local policy issues

Work on building the Lauteret road (currently, departmental road D1091) was launched in 1804, as part of the construction programme of the great Napoleonic alpine routes. Slow and expensive, its construction was completed nearly a century later, in the railway age. The road was soon to become outdated. Designed to serve the interests of Grenoble's business world in its commercial exchanges with Italy, it was initially confined to the role of secondary route, as a fallback route for the military. Finally, it was summer tourism, which took off in the Dauphiné in the late nineteenth century, followed by the expansion of winter sports, and the radical transformation of local traffic patterns throughout the twentieth century, that gave it real legitimacy. Ignored in the nineteenth century by local communities accustomed to other forms of mobility, it gradually became indispensable to them. Today, the road has been closed, cutting off the community and stifling an entire local economy that had developed around it.

Anne-Marie Granet-Abisset: Levelling the mountain: a dream of European technicians and planners. The example of Lyon Turin Ferroviaire (LTF)

The article outlines the project of the Lyon Turin (LTF) railway base tunnel against the historical background of the crossing of the Alps. Since the latter half of the nineteenth century, this has been achieved through an array of tech-

nical resources that, though more and more advanced, have been less and less respectful of Alpine communities. The paper begins by analysing the arguments in favour and against the LTF project and which, in several cases, seize upon those put forward at the time of the construction of the railway tunnels of the end of the nineteenth century. On that basis, the article underlines the paradox between the metropolitan view of the Alps – seen as refuge and natural resources – and the European vision of transports, which includes them within the world of speed and technology.