

## BEGINNINGS OF THE TOURISM ON SOUTH-EAST LINES OF THE REPUBLIC ON THE XIX/XX TURNING POINT C

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### Abstract:

The purpose of this article is to present beginnings of the tourism on South-east Lines of the Republic on the XIX/XX turning point c.

In final years before the World War I the tourism in Lvov became very fashionable. The number of tourists and skiers increased from the year for the year, trips with guides disappeared, and comprehending the "danger of mountains" was replaced with comprehending the "charm of mountains". Not only the Carpathians, but also all more beautiful surroundings of Poland were full of motoring a hikers, and in the winter of tourists of skiers. In daily newspapers special tourist chronicles were being established, also more and more tourist guides appeared. As first in Poland on its pages a "Polish Word" implemented the first tourist chronicle. Unfortunately the outbreak of the World War I gave the functioning of tourist organizations up.

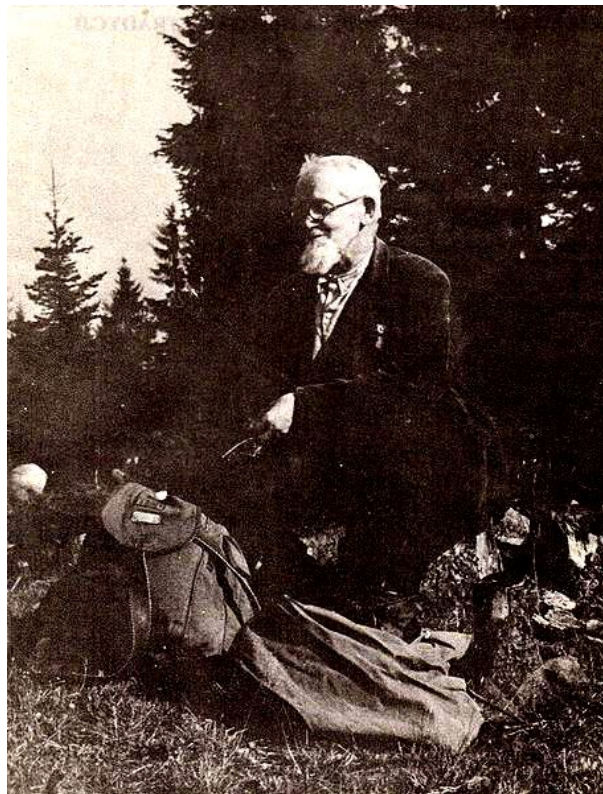
Doctor Mieczysław Orłowicz<sup>1</sup> in the letter to Rudolf Wacek wrote about the first medieval peregrinations of the Polish population this way: *don't think ... old companion of Carpathian tours the tourism was something unknown in last centuries and our ancestors didn't travel all over Poland and all over foreign countries. Just the opposite, they travelled a lot and willingly, perhaps more than at present, although they were travelling by stagecoaches, horseback, not to say on foot. Let us remember all medieval travels in commercial purposes, on of various kind the fair and fairs, in scientific purposes, in religious cells to various, often very of fair remote places, for getting the refinement abroad, to military*

<sup>1</sup> Mieczysław Orłowicz (DOB 17 December 1881 in Komarnie, dead 4 October 1959 in Warsaw) - a Doctor of Law, the Polish geographer, by avocation the excursionist and the popularize of the tourism. Graduate of Jan Kazimierz University in Lvov (finished the law and the art history). He left the junior secondary school at the Jesuit petty offence court in Chyrowie. He was a co-founder of the Students' Tourist Club in Lvov (1906), and established the first Olympic Committee in Poland. He was an author of over one hundred tourist guides. M. Orłowicz propagated also a tourism in Bieszczady Eastern, on areas of current Ukraine, designed also a course of the eastern part of the Main Beskid Trail. In recognizing of the service it name a pass was named in Bieszczadach West (pass M. Orłowicz) and Main Sudeten Trail. Yr given in Lvov in 1923 The illustrated guide to Prussian Mazurians and Warmii were resumed in 1991 as part of the Borussii Library - book series of Cultural Borussii Community in Olsztyn. How earlier about the first edition Tadeusz Oracki wrote the guide, author of the biography of Orłowicz: "listed guide towards the lack of proper synthetic drawing up the Warmii history and Masuria, was a substitute for the popular encyclopedia devoted to these regions for many years". Drawing up the reissued edition by Grzegorz Jasiński, Andrzej Rzempełucha and Robert Trabę caused that this guide remained such a hand encyclopedia. It was hidden in an avenue in a cemetery where those distinguished for their bravery or services are buried of the Graveyard of Powązkowski.

*purposes like e.g. expeditions of Crusaders, and we will become convinced that the medieval man was, which nose he hadn't leaned by no means beyond the town and the district, in which he was born and brought up. All the same purely tourist travels were included in a thinness - for alone of only one's touring or the foreign country, or for an amusement. Provided they were held, an organization which would look them after was missing and facilitated them, and authorities referred to them in general neutrally.*

*Comparatively earliest from economic reasons supporting trips to spas which from domestic and foreign guests they pulled started entire from them income. In Poland spas came into fashion already in the 17th century, were pleased with a great celebrity then Drużbaki on Spis and Glass wheel Sycamore.*

*But not all types of the travel enjoyed the recognition. Still in beginnings the 19th century one should go by its stagecoach, or the rented mail, in like the worst tone going on foot was ...<sup>2</sup>*



M. Orłowicz, active tourist activist, author of the first tourist guides all over Polish land.

M. Orłowicz in its note characterized cells and forms of medieval travelling (tourisms).

At the end the 19th century the tourism was among the Polish people in of initial stage of the development. As a rule they were these are the intentional travels associated with the intention of the visit of families, of acquaintances, in commercial, health cells to of "waters" and the like. Even though to countries of Europe centre and west enough quickly new headings of the tourism were being led, in Poland they had a very scarce range. They were these are barely novice forms: of water tourism - particularly a canoeing, the cycling, the ride on motorbike, motor sports, study tours, the skiing, as well as other few forms. Then a moneyed part of the Polish people travelled. Villain in order to leave one's domicile a yr had to wait for appropriate property right reforms which appeared on Galicia areas after 1848 after

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<sup>2</sup> From the letter Dr. M. Orłowicz to R. Wacka which published him in the chapter Tourism before 40 years of one's publication under the title. Sports keepsakes, Opole 1947, ss. 171-194.

for "Springtime of Nations" and increasing them took place along with gradual leading by Austrians of "Galician freedoms" of so-called Galician autonomy. The lowest layers of the Polish people touched with the "Galician poverty" didn't think about travels and touring. The first shy forms of the tourism turned up at Lvov schools along with the circular of the Domestic school council which in 1867 obliged managements of schools to the compulsory introduction of lesson of "bodily exercises".<sup>3</sup>



Guest house in Kochawin by the paternal uncle of 1906 yr (from sets of the author)

Slowly were started applying trips in a popular way in the environment of residents of Lvov called the "vagrancy" amongst secondary school children along with the height amongst the society of the awareness about their health and cognitive meaning. They had a local reach, with time they were extended to one, two not to say up to a few days.

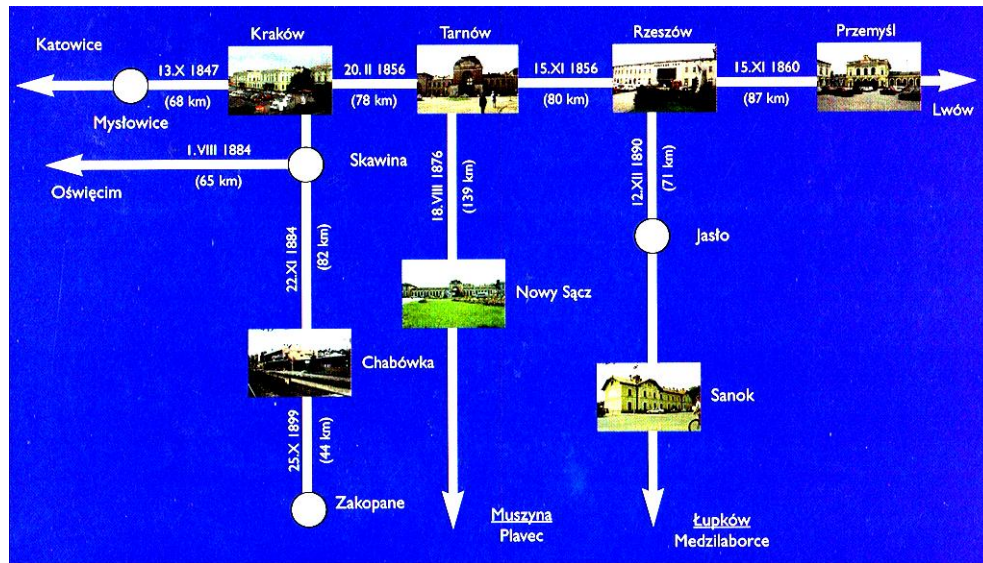


Horse stagecoach, (own sets of the author).

<sup>3</sup> "Gymnastic guide > Falcon <", 1883 No. 10, p. 5.



For the beginning of the so-called mass tourism it is possible to think, conventions organized on a large scale, big which were being organized then at various occasions. Church fetes which were a display of the folklore, large fairs, a horse racing, national exhibitions, patriotic celebrations belonged to them, but first of all of various kind of celebrations national. Also sports events were a reason of the travel, particularly the ones to the scale of the country. They were parties of the great format, being held every two years, rally of falcons, connected with marches and public shows. These shows usually attracted several dozen, a few hundred, and even it is during the Grunewald Rally in 1910 a yr a few thousand visitors (5000 participants in the competition).



Sequence of the development of the rail grid in Galicia in 1847-1890 years (too L. Mazan: *150 years of railways in Galicia*, Warsaw 1997, passim)



Huculszczyzna beginning the 20th century at the source (from sets of the author)

Right away in place giving the yr back in 1861 to the railway line was an undoubted incentive to the migration Cracow - Lvov through Tarnów, Dębica, Rzeszów (1856), Łańcut,

Przeworsk, Jarosław, Przemyśl (1860) to Lvov (1861). Undoubtedly also precipitating construction of railways which on Polish land took place in the second half contributed to the development of tourism the 19th century Also a tourism which as the form of the recreation shyly with the upturn appeared amongst the Polish people took advantage of the appearance of train trails for 1848 y.

In Galicia putting train trails into operation took place in 1861 Starting the "railway" was an almost revolutionary undertaking, since thanks cross-border for connections, proceeding through principal Galicia cities, being cultural centers and economic, wider interpersonal light switches became possible on incomparably large scale. The development of the Galician railroading also affected the development of tourist movements in all his forms (individual and collective trips, departures in therapeutic cells "to waters" and departures about pilgrimage, patriotic and recreational character).

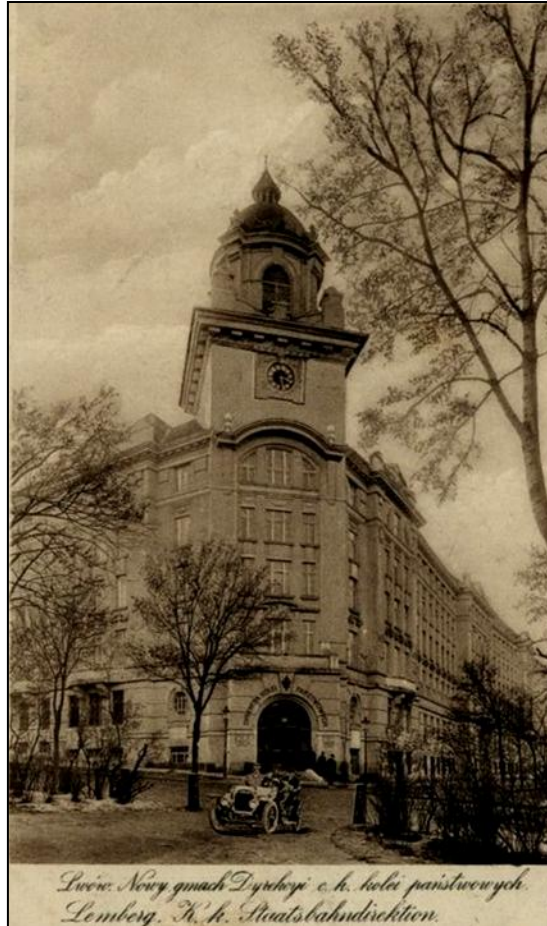


The first badge of the Tatra Company, from 1874 according to the project J. Walent.

Intensifying the migration of the population on the Galicia area is also being tied with entering secondary schools of tourist trips into programs. They won the special popularity after 1880 along with the introduction in imperial royal schools of secondary school so-called possibilities of creating of class holiday funds, as well as with implementing the turn of train drops in the agreement with the authorities by the Domestic school council for school tourist trips<sup>4</sup>.

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<sup>4</sup> *Circular to the management of all secondary schools of both teaching seminars and c. near Of Circuit school councils on trips of secondary school children around the country. C report. near Of Domestic school council in Galicia in the year sch. 1906 / 7, p. 38; city councils and commune, "Voice of Folk Teachers" 1907 R. 2, No. 6, p. 148. (the teaching Movement and current messages); Role of advice in organizing class trips; c Circular. near Of Domestic school council to Management of all secondary schools, teaching seminars, industrial, vocational and commercial, departmental schools, as well as to management boards of folk schools common on train drops for class trips, D. Urz. RSK 1909, R. 13, No. 19, p. 413; c Circular. near Of Domestic school council to the Management of all secondary schools, teaching seminars and c. near Circuit school councils on trips of secondary school children around the country, D. Urz. RSK 1911, R. 11, No. 8, 143-146 p.*



Building of the Management of the railway in Lvov, source: own sets of the author.

In the vicinity of main stations in Galicia hotels, inns, restaurants, as well as horse cab ranks started coming into existence horse. In few cases also synagogues, micas and the like pointing at the significant participation of the Diaspora in travelling, firebrands were in commercial purposes. In the Austrian annexed territory an Imperial Royal Management of the railway was in charge of a whole of functioning of train trails (Staatsbahndirektion) in Lvov<sup>5</sup>.

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<sup>5</sup> S. Zaborniak, *c.k Participation. of railway from Myslowice to Lvov into the development of tourism in Galicia (1844-1861)*, passim.





1907 group of senior pupils on the sightseeing tour in Cracow

For years a development of tourist organizations fell to 1906-1907. At first in Lvov a Students' Tourist Club came into existence, later National Association of Spas - first on Polish land organization of the tourist industry, very well led and superbly prospering. Next the first Polish ski club was formed - Carpathian Company of Skiers - established in January 1907 in Lvov, mainly thanks to efforts of outstanding mountaineers and Lvov skiers<sup>6</sup>. About the greater social reach a Tourist-tourist Company covered in 1914 with the yr was an organization Three Lvov workers for voluntary causes were initiators of appointing him - famous from building avocations Capt. Roman Loteczka (among others the designer of plans and construction of ski jumps in Lvov), outstanding geographer Prof. Eugeniusz Romer and the enthusiast of sport and tourisms Prof. Rudolf Wacek<sup>7</sup>.



Beginning the 20th century Dear to Huculszczyna between the wattle fence, (from sets of the author).

<sup>6</sup> R. Wacek, *Sports Keepsakes*, Opole 1950, 188-189 p..

<sup>7</sup> 25 years of the work and the service. On the occasion of jubilee celebrations Prof. Rudolf Wacka, "one, two, three" 1933, No. 17, p. 13.

In the environment of the Ukrainian population of Lvov starting from 1911 a youth organization developed the tourism "Płast". She carried out the program modeled on the English scouting, and developed the physical education and sport above all. She provided wide circles of secondary school children with her activity.



Hike cl. VIII b of the Ukrainian Academic junior secondary School around Lvov (29 1910 IX yr), source: S. Zaborniak, physical culture of the Ukrainian population on Polish soil, qtd. d., p. 170.

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