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THE INDUSTRIAL CITY AS A TOURIST CENTRE. THE EXAMPLE OF ŁÓDŹ

UNE VILLE INDUSTRIELLE EN TANT QUE CENTRE TOURISTIQUE. L'EXEMPLE DE ŁÓDŹ

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1. INTRODUCTION

Apart from holidaying, exploration is one of the main reasons for mass tourist migrations. It is stimulated by natural and anthropogenic factors which are the product of natural forces and man's material activity at different stages of his development. Among anthropogenic factors we can distinguish relics from the past, usually centred in old historic towns. Away from the major tourist routes, often unnoticed, lies the heritage of human spiritual and mental activity from the 19th century, the century which marks the birth of industry and its dynamic development that has radically changed our modern world.

In many developed countries, industry, especially in its 19th century classic form, its machines and the products of material culture are becoming historical, now, at the end of the 20th century. Thus, in postindustrial societies there is a growing interest in this historic epoch of our forefathers and particularly in its relics.

In this way so far neglected industrial centres can become tourist centres, especially interesting for those who are enquiring into the problems of the industrial revolution, its traces and products of material culture.

This interest is most vigorously manifested in Great Britain, the mother-country of the first industrial revolution, where it has grown in

popularity and has given rise to the discipline of „industrial archaeology”.

The aim of this article is to draw attention to those qualities of the industrial city which even today are of some interest to the more investigative tourists, and in the near future can attract many of those who are searching for „roots” of modern prosperity in postindustrial societies.

The tourist attractions of the industrial city will be presented through example of Łódź, whose origin, development and current situation is a classic example of a large industrial European centre.

2. MAIN FEATURES OF THE ORIGIN AND DEVELOPMENT OF ŁÓDŹ AS A LARGE CENTRE OF THE TEXTILE INDUSTRY

Even though the city of Łódź is 570 years old (it was granted its civic rights in 1423), it was only in the 19th century that its position on the map of Poland and Europe became well known, principally as a result of a factory settlement being established.

This decision made by the authorities of the Kingdom of Poland brought about, first, the foundation of textile settlement called Nowe Miasto (New Town) (1821—1823) — not far from an agrarian village, but on completely new land. Secondly, it resulted in the creation of a flax-cotton settlement called Łódka and its industrial part called „water-factory possessions”, following the use of water for processing, (1824—1828). The end of the first period of spatial development of industrial Łódź is marked by the creation of the so called „Nowa Dzielnica” (New Quarter), organized on the land joined to the town in 1840 (K o t e r 1969).

The first twenty years of building a completely new town that Łódź was at that time, is characterized by original urban conceptions which are surprisingly simple, consistent, functional and well designed (O s t r o w s k i 1949).

The later territorial expansion of the town took place in a way typical of the era of industrial explosion. In the case of Łódź and its dynamic development, this led to massive spatial chaos. Łódź of that period (1840—1918) based its space organization, almost exclusively, on land speculations. That led to a complete functional and spatial mixture, lacking any unified urban conception.

The spatial and functional chaos which arose at that time was not overcome until later, in spite of some attempts undertaken in the pe-

riod 1918—1939. It was only after World War II, especially during the 1960s and 1970s that the first attempts to set it in order took place. Such efforts mostly concerned the areas joined to the city after 1915, where new industrial and dwelling quarters were created. The old 19th century part of Łódź has preserved most of its original urban arrangement, likewise the characteristic, early-capitalist tendency towards functional mixture which now forms a live, 19th century Skansen museum of the industrial city.

The demographic development of Łódź was much more dynamic. Prior to the decision establishing it as a factory settlement, the agrarian town of Łódź had but a few hundred inhabitants (in 1810 there were 514). Only ten years after creating the settlement „New Town” the figures were close to 4,500 (1830). Łódź achieved a population of 100,000 inhabitants in 1885 which made it the second most populous city in Poland. Even faster was demographic development of Łódź between 1885—1915 when the city gained more than 100,000 inhabitants every ten years (Tab. I).

Table I

The development of the population of industrial Łódź
Croissance démographique de Łódź industrielle

Year	The number of the city's population, total in thousands of inhabitants	% of growth
1820	0,8 (1)	100.0
1830	4,3	537.5
1857	29,5	3 687.5
1875	49,5	6 187.5
1885	106,5	13 312.5
1895	168,5	21 062.5
1905	343,9	42 987.5
1915	477,9	59 737.5
1918	341,8	42 725.0
1925	508,0	63 500.0
1939	672,0	84 000.0
1946	496,9	62 112.5
1960	709,7	88 712.5
1990	851,7 (2)	106 462.5

Source: 1) Data for 1820—1960, W. Puś, *Dzieje Łodzi przemysłowej (Zarys historii)*, Łódź 1987; 2) *Rocznik statystyczny 1990*, Główny Urząd Statystyczny, Warszawa 1990.

Twentieth century Łódź is characterized by two periods of considerable depopulation which are connected with the two world wars. As hi-

storians estimate (Puś 1987) the population of Łódź decreased by 43% during World War I, and during World War II it lost as much as 53% of its inhabitants. Those enormous war losses amounting to hundreds of thousands of people did not only stop demographic development of Łódź, but also contributed to serious changes in national, denominational and social structures of the city. After each of the wars Łódź suffered a decrease in the number of intelligentsia, who very scarce even before. Consequently, Łódź lacks the generation continuity of this social class — so characteristic of many big Polish and European towns. The origin and development of industrial Łódź was associated with a mass wave of immigration of a multi-national population, dominated by Poles, Jews, Germans, Czechs, and small number of Russians. The nationality structure of Łódź in the 19th and 20th century (Tab. II) clearly indicates the domination of Polish and German people at the beginning of the 1870s, followed by a rapid rise in the Polish and Jewish populations, until World War II, and a complete domination of Poles after 1945. Thus within 125 years the industrial city of Łódź has changed its structure from multi-national to homogeneous owing to the world wars.

Table II

The structure of the Łódź population by nationality
Structure par nations de la population de Łódź

Year	Share of inhabitants (in %)			
	Polish	Jewish	German	other
1857 (1)	43.0	15.0	41.0	1.0
1865	34.4	21.1	44.5	—
1897	46.4	29.4	21.4	2.8
1914	51.4	36.4	11.5	0.7
1921 (2)	62.0	31.0	7.0	—
1931 (3)	59.0	31.7	8.9	0.3
1948 (4)	96.3	×	×	×

Source: 1) W. Puś (1987); 2) census; 3) census (criterion of national identity based on the native language: Polish, German, Jewish, Hebrew); 4) *Rocznik statystyczny miasta Łodzi 1945—1947*, Zarząd Miejski w Łodzi, Łódź 1949 (only Polish citizens listed, without stating their national identity, native language or religion).

After World War II the Russian population migrated from Łódź; the German contribution has been also considerably limited. Nazi occupation brought about total extermination of the Jews, and the Germans, left Łódź after World War II.

The 125 year long history of Łódź as a multi-national city has been

preserved in objects of material culture which exemplify the co-existence of different national groups and their contribution to the development of this large industrial city.

The third characteristic of industrial Łódź was the type of industry and its realization. In spite of some attempts to make Łódź a strong centre of textile (woollen) production, the real industrial development was connected with the foundation of cotton factories, especially in the second part of the 19th century. The textile industry very quickly came to dominate the city's production. The foundation of big cotton factories like those of K. Scheibler (1854), J. Heinzl (1863), I. K. Poznański (1892) or „Widzewska Manufaktura” (The Widzew Manufacture — 1879) determined the mono-functional character of the city's industry. This is also confirmed by the structure of the production value (in percentage) which shows that in 1870, as much as 88,1% of the general production value in Łódź belonged to the textile industry. In 1890 the figure rose to 90,6%, and in 1900 reached as much as 94% (Puś 1987). This substantial concentration of the textile industry in Łódź marked the city's position in the economy of the Kingdom of Poland. In the period preceding World War I (1913) out of all Kingdom workers, 28,5% were employed in Łódź, and 57,4% were working in the textile industry (Puś, Badziak 1980).

In spite of many attempts and efforts to diversify the city's industry, today Łódź is still the largest centre of the Polish textile industry, and one of the biggest in Europe. The origin, character and peculiar quality of the city's development are the source of much tourist potential which Łódź can offer to those who are interested in 19th century „industrial archaeology” in the broad meaning of the phrase.

3. THE ATTRACTIONS OF THE SPATIAL STRUCTURE OF THE CITY FOR TOURISM

Talking about anthropogenic qualities we usually think of objects, buildings, edifices and works of art. We very rarely realize that inner structure like the spatial arrangement of settlement units (towns, villages, settlements, quarters) in an outcome of human activity and that their harmonious composition is a specific element of urban art. Each epoch of material culture development has left, as its image, a characteristic urban structure. This enables us to distinguish whole towns or, more often, their fragments, on the basis of their composition, whether this is Egyptian, Chinese, Greek, Roman, Gothic, Renaissance or Baroque style.

The epoch of the industrial revolution, particularly its initial phase, in Poland dating from the first quarter of the 19th century, brought about original urban conceptions influenced by classicism. Those con-

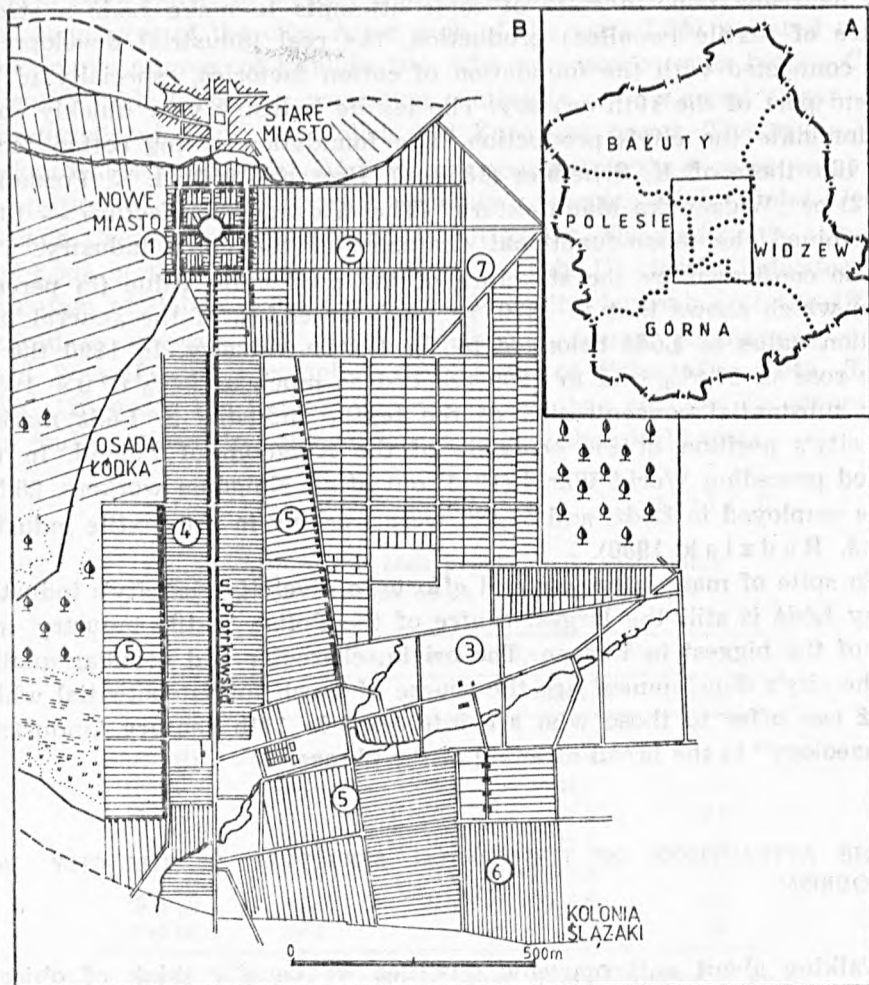


Fig. 1. Spatial lay-out of „industrial Łódź” (1820—1840)

A. The area of „industrial Łódź” at the background of Łódź administrative area in 1987; B. Industrial Łódź in 1840: 1 — Nowe Miasto (New Town) — cloth settlement, 2 — urban gardens (cloth ones), 3 — water-factory possessions, 4 — colony of the weavers of linen and cotton goods, 5 — colony of linen spinners, 6 — colony of linen drapers, 7 — New Quarter

Dessin 1. Disposition spatiale de la „Łódź industrielle” (1820—1840)

A. Territoire de la „Łódź industrielle” et le territoire administratif de Łódź en 1987; B. Łódź industrielle en 1840: 1 — Nouvelle Ville (la ville des drapiers), 2 — jardins publics (les jardins des drapiers), 3 — propriétés hydro-industrielles, 4 — colonie des ouvriers tissant du lin et du coton, 5 — colonie des fileurs de lin, 6 — colonie des toiliers, 7 — Nouveau Quartier

ceptions were successfully used to delimit areas for factory settlements, in places where the textile industry was developing. The biggest Polish town founded on classical assumptions is Łódź (Dumała 1988).

The urban conception of industrial Łódź assumed the linking of three different types of textile production centres into one spatial complex. Its backbone was to become the road, called Piotrków track (piotrkowski trakt) — later Piotrkowska street, aligned in a north-south direction.

The first centre of this type was the textile settlement „New Town” founded between 1821—1823. The spatial system of this settlement is one of the best examples of classicist town-planning. Its centre was formed by an octagonal market-square with four streets radiating from it in four quarters of the globe. There were four blocks of flats by the square and these were contained within the boundaries of four streets called respectively: Northern, Eastern, Southern (now Rewolucji 1905) and Western. Within the area of the settlement, some 27 hectares in extent (56 m × 480 m), there were 184 buildings lots. The core of the textile settlement was formed by the so called New Town (nowomiejskie) gardens, spreading eastwards from the settlement. Allotments of 7,474 m² were given to every settler for farming and gardening, to meet the settlers' entire demand for food. The total number of gardens was 202, 18 more than its number of building plots (Koter 1980). To the south of the „New Town”, along the track, mentioned earlier, and down the River Jasień, crossing the track about 3 km from the New Town market square, new flax-cotton producing settlement was formed between 1824—1827, called Łódka. A considerable extension of this settlement and its different spatial structure were connected with the specific technology of flax and cotton production. The lay-out of this settlement started from the valley of the River Jasień, where two large plots, were allocated for the construction of mechanical mills (so called „water-factory possessions”). That was the beginning of the first planned industrial quarter of Łódź. The residential and production part of the first flax-cotton settlement was laid out along the Piotrków track, and it was 3,3 km long and 600 m wide (210 ha in area). It consisted of 307 building lots. Outside the weavers' colony and „water-factory possessions” three colonies of spinners were established. To the west, along Wólczńska Street (43 lots), to the east between Widzewska and Dzika Streets (42 lots), to the south of the „possessions” — „New Łódka” (Nowa Łódka) — (73 lots). Altogether the area of the spinners' colonies was 286 hectares in size.

The third element which influenced the structure of industrial Łódź was the foundation of a Silesian Colony (Kolonія Ślązaki) in 1828, east

of New Łódka. The colony 72 ha in extent, was split into 42 lots, and inhabited by flax weavers, brought here from Silesia (hence the name).

The last element of planned development of industrial Łódź in the 19th century, was the incorporation of the so called New Quarter in 1840. It was 468 hectares in size and within its boundaries 300 building lots were laid out.

The spatial structure of Łódź, formed between 1821—1840, is generally considered to be the best example of town planning in all the cotton towns of Europe. Its authors were inspired by classical town-planning patterns, showing at the same time a great deal of practical flair. This was revealed in the functional and spatial divisions of the town which was close to more contemporary ideas.

The structure of 19th century industrial Łódź has largely been retained, in spite of its subsequently chequered development. This proves not only the town-planners' considerable skills, but also the existing anthropogenic, tourist advantages of Polish industrial town planning (Bald, Jaworowski, Popławska 1973).

Another period in the development of Łódź, of which the original urban conceptions remain, is the period of the last 25—30 years of the 19th century and early 20th century. This is a period when enormous industrial profits, of international significance, were made in Łódź. Quite exceptionally, the profits were made in connection with textiles, especially cotton production. The process may still be traced in a number of large factory-residential complexes formed at that time.

Their foundation was revealing about the financial strength and the specific philosophy of their creators. These were people who amassed huge fortunes in one generation so they were able to arrange to have all the components of their business within easy reach. That is why the complexes in a given area comprised factory buildings (basic for existence), the residence of the owner (usually a palace, less often a villa), houses for factory workers and technical staff, in some cases social facilities (hospitals, schools, kindergartens), services (shops), and municipal and religious institutions (fire brigades, churches). The location of those buildings and their architectural composition very often had unconventional forms (Kaczmarek 1987), and their size even exceeded several hundred hectares (Ginsbert 1962). The biggest and the best preserved factory — residential complexes in Łódź are the following: the K. Scheibler complex known as „Księży Młyn” (Popławska 1972), the I.K. Poznański complex in Ogródowa Street, and those established by J. Heinzl in Piotrkowska Street, J. Kunitzer (Widzewska Manufaktura), A. Biderman in Kilińskiego Street and L. Grohman in Targowa Street.

The factory-residential complexes in Łódź are unique spatially and functionally in Europe, thanks to the retention of a range of functions. These 19th century factories still operate in the same buildings with the same machinery. Workers' houses are still inhabited by workers, and only the places have changed their uses, having been turned into museums of the past.

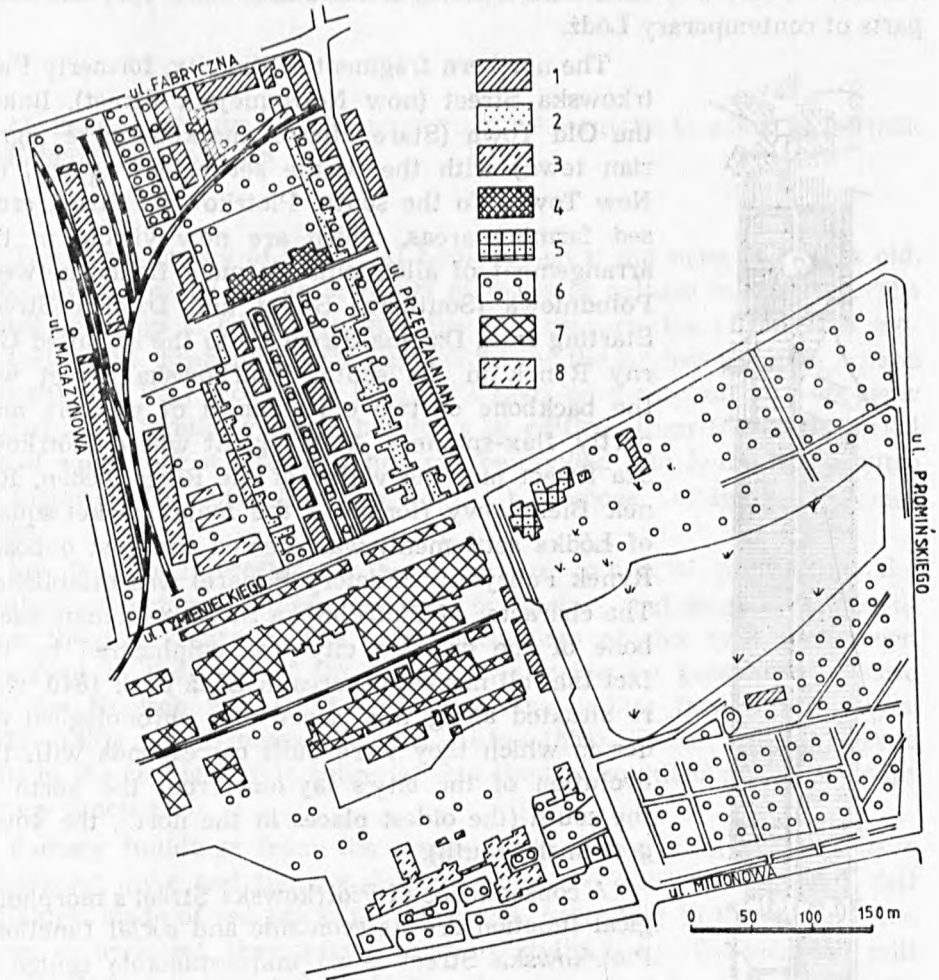


Fig. 2. K. Scheibler's factory-residential unit „Księży Młyn”

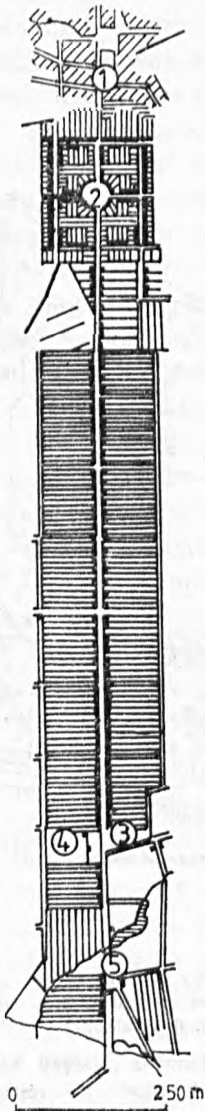
- 1 — workers dwelling houses; 2 — household buildings; 3 — storehouses and magazines; 4 — school,
5 — residence; 6 — parks and greeneries; 7 — factory buildings; 8 — hospital

Dessin 2. Ensemble industriel et résidentiel de K. Scheibler, nommé „Księży Młyn”

- 1 — maisons pour les ouvriers; 2 — dépendances; 3 — stocks et les dépôts; 4 — école; 5 — résidence;
6 — parcs et les squares; 7 — bâtiments d'usine; 8 — hôpital

The spatial continuity of the city and its development are clearly visible, if we look at the spine of the city — the former Piotrków track, and since 1828, Piotrkowska Street. It is not a mere communication artery, serving as a link between last century factory settlements, but above all is a genuine functional centre of Łódź.

Its value as a backbone of the city lies in the fact that along its 4 kilometer route (Rynkowska 1970) it links originally very different parts of contemporary Łódź.



The northern fragment of the city, formerly Piotrkowska Street (now Nowomiejska Street), linked the Old Town (Stare Miasto) market-square (agrarian town) with the textile settlement square, i.e. New Town. To the south, Piotrkowska Street crossed farming areas, which are now visible in the arrangement of allotments (formerly fields) between Południowa (Southern) Street and Dzielna Street. Starting from Dzielna Street up to the so-called Górny Rynek in the south, Piotrkowska Street was the backbone of two old colonies of weavers and, partly, flax-spinners. At the point where Piotrkowska Street met the valley of the River Jasień, Rynek Bielnikowy (formerly the main market-square of Łódka settlement) was created and just opposite Rynek Fabryczny (Factory Square) was established. The character of Piotrkowska Street as a main backbone of the growing city was emphasized by the fact that all market squares in Łódź until 1840 were situated along this street. The chronological order in which they were built corresponds with the evolution of the city's lay-out, from the north to the south (the oldest places in the north, the youngest in the south).

A consequence of Piotrkowska Street's morphological function are its economic and social functions. Piotrkowska Street is an unquestionable centre of

Fig. 3. Piotrkowska Street

- 1 — Old Town Square (Rynek Starego Miasta); 2 — New Town Square (Rynek Nowego Miasta); 3 — Bielnik Square (Rynek Bielnikowy); 4 — Factory Square (Rynek Fabryczny); 5 — Higher Square (Górny Rynek)

Dessin 3. Rue Piotrkowska

- 1 — Marché de la Vieille Ville; 2 — Marché de la Nouvelle Ville; 3 — Marché de la blanchisserie; 4 — Marché de l'usine; 5 — Haut Marché

the city and because of this, Łódź's unusual shape has been determined by its own spinal road.

The three elements of the spatial structure of Łódź that I have addressed i.e. the spatial structure of industrial Łódź, the residential-factory complexes and the backbone composition of Piotrkowska Street demonstrate the unconventional urban conceptions of the 19th century industrial city, which make it touristically attractive.

4. ARTEFACTS OF THE MATERIAL CULTURE OF INDUSTRIAL ŁÓDŹ AND THEIR TOURIST ATTRACTION

The short history of industrial Łódź, which is not even 200 years old, determines the age of the artefacts of material culture in the city. The oldest buildings in Łódź date from the 18th century (the church and monastery of St. Francis order in Łagiewniki and the larch-wooden St. Joseph church), and they would not high light Łódź on a map of anthropogenic tourist sites. Similarly, some buildings or edifices from the early period are of equal tourist interest. They can be divided into four main groups: A) factories, B) residential structures, C) religious buildings, D) cemeteries.

For tourists interested in the history of industrial production, the greatest attraction will be provided by factory buildings which date from the 19th century. The oldest structures of this type have been preserved in the area of the former „water-factory possessions”. These are: the Kopisch mill (1824—1826) and the „white factory” of Geyer (1835—1837) and Grohman factory (1849—1851). These buildings were built in the classical style ruling at that time, as architects tried to adapt to new functions.

Factory buildings from the second part of the 19th century have a different style and functional form. They are often monumental, tall buildings, made of red brick, not plastered. According to the wish of the owner or architect, they were frequently stylized, e.g. the spinning mill of I. K. Poznański imitated the Italian Renaissance style. A large majority of industrial buildings in Łódź, until 1939, come from the 19th or early 20th centuries, hence their historic value.

In some of these structures some of the equipment, dating from that time, is still in use, forming a real live Skansen museums of the textile industry.

A wide variety of forms, styles and degree of affluence is character-

ristic of 19th century dwellings in Łódź. We can see here a whole cross-section of the previous century building styles, starting with spinners' houses, through workers' and tenement houses, up to villas and palaces. Palace buildings are particularly worth mentioning. In Łódź they are represented by structures of different styles, sizes and degree of affluence. Most of them are preserved, now having different functions and serving as great tourist attraction. House-building in Łódź is a mixture of different architectural styles, so characteristic of a society rapidly becoming rich. Among the omnipresent eclecticism we have to distinguish Secession, represented in Łódź by a considerable number of buildings. This gave rise to Łódź being widely regarded as a city of Secession.

The multiplicity of nationalities and religions among the inhabitants of Łódź in the 19th and early 20th centuries is exemplified by religious buildings. There are two Russian orthodox churches in Łódź built in the 19th century under the Russian occupation. One of them is still a residence of the Russian orthodox church in Poland (Łódź—Poznań diocese). Some traces of the formerly large German population are evangelical churches, their best representative being the neo-Romanesque, St. Matthew Church.

Churches of the Jewish faith (synagogues) suffered the most tragic fate, for they were demolished and taken down by Nazi soldiers during World War II. Among Roman Catholic churches we should distinguish the oldest, wooden St. Joseph Church (1765), Kościół Podniesienia Świętego Krzyża (St. Cross Church), and the cathedral (1901—1910).

Very valuable for exploring, partly for emotional reasons, are Łódź cemeteries. The complex of old Roman Catholic, evangelical and Russian orthodox cemeteries in Ogrodowa Street was founded in 1855, exemplifying the unity of the multinational and multid denominational Łódź community. With time cemeteries became places where important Łódź factory owners started building chapels and mausoleums (Geyer, Scheibler, Heinzl) to prove their affluence.

Łódź is also the site of the biggest Jewish cemetery in Poland (Podgarbi 1990) which covers an area of 45 hectares. Within 47 years (1892—1939) nearly 180,000 mainly small graves were dug: also built were tombs (Silberstein and Prussak families) and a mausoleum of the Poznański family — the most conspicuous building in the cemetery.

Of all the artefacts of material culture mentioned here, the most significant and unique are some of the industrial premises, palaces, Secession buildings and cemeteries.

They have unquestionable tourist value which can attract anybody interested in the 19th century development of manufacturing. They can also be of some interest to those who, in search for their roots,

explore places where their ancestors lived, worked and where they rest in peace.

5. ANTHROPOGENIC VALUES VERSUS TOURIST FUNCTION OF ŁÓDŹ

Łódź is not situated on any of the main Polish tourist routes nor do many tourist excursions come to the city. Polish tourist guides include Łódź among touring centres of local significance. This indicates that anthropogenic sites dating from the 19th century, and comprising artefacts until recently still in use (factories, houses) are not very popular in Poland. The time between the period when they were places of work and in everyday use, and the age when they acquire qualities that tourists consider worth discovering and exploring is too short. This particularly concerns the spatial structure of Łódź, the factories and dwellings. However, the situation of the palaces, is changing completely. Closed for dozens of years, but now open for visitors as museums, they are a great tourist attraction of the city. As further evidence we can just mention some of the Łódź museums, not only attractive for Łódź inhabitants but also frequently visited by tourists from other towns. These are: the Textile Museum which adapted the building of Geyer's „white factory”, the Art Museum using one of Poznański's palaces, the City History Museum situated in the main Poznański's palace (Ogrodowa Street) and the Museum of the Interior in the Herbert Palace in Księży Młyn, opened in 1890.

The tourist attractions of the industrial town presented in the example of Łódź, indicate that their significance for exploration depends on three factors. These are: unconventional conceptions of the 19th century designers, those who created and invested in them, and thirdly, the state in which they are preserved. The way this attractions are perceived or explored depends on the society: its level of development, living standard and emotional involvement.

To sum up, it is worth mentioning that Łódź has an extremely large number of very original and well preserved artefacts from the 19th century of interest to tourists. The way in which they are perceived and their attraction is much greater for visitors from postindustrial countries than for Poles. An additional value of emotional character is the multinational past of Łódź which attracts people of Jewish and German origin, searching for their roots and traces left by their forefathers in the city. The names of world famous people (Rubinstein, Kosiński, De-

decius and others) born and brought up in Łódź, which influenced their lives and careers, are yet another factor in favour of the city.

It has to be admitted that the importance of the industrial city as a tourist attraction will grow, and contemporary tourism will start discovering and exploring the products of man from the period of industrial development, along with the fascination at antiquity or the Middle Ages.

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RÉSUMÉ

L'article a pour but d'attirer l'attention sur les valeurs touristiques d'une ville industrielle. L'auteur formule la thèse que, ainsi que les produits de la culture matérielle des époques précédentes, les installations et les constructions spatiales nées à l'époque du développement de l'industrie classique du XIX^{ème} siècle, deviennent à l'heure actuelle, c'est à dire, vers la fin du XX^{ème} siècle, une valeur touristique. Cependant les valeurs anthropogènes des périodes anciennes étant universellement reconnues pour celle dignes de connaissance, les produits de l'époque du développement d'industrie n'éveillent l'inrêt que dans les sociétés postindustrielles développées.

La ville de Łódź peut servir d'exemple d'une ville industrielle spécifique, qui étant fondée sur un terrain vierge, s'est développée seulement grâce à l'industrie textile, en atteignant la grandeur imposante (plus de 800 000 habitants).

Les valeurs touristiques de Łódź sont à retrouver dans sa construction intérieure, c. à d., dans sa disposition spatiale d'une ville industrielle du XIX^{ème} siècle et dans les objets de sa culture matérielle. Le premier groupe de valeurs embrasse, selon l'auteur, la disposition urbaine d'une ville industrielle classique, qui se composait de trois parties autonomes et différentes du point de vue de la production: la Nouvelle ville (la ville des drapiers), „la Colonie Łódka" (la ville des ouvriers tissant du lin et du coton) et les sites des ateliers au bord des eaux (le quartier industriel), tous liés par l'axe de la voie, dite route de Piotrków (dessin 1).

Un autre élément caractéristique de la disposition spatiale de la ville c'était l'établissement de plusieurs ensembles industriels et résidentiels en même temps, dont le mieux est conservé celui nommé Książy Młyn (Moulin de prêtre), construit par K. Scheibler (dessin 2). Enfin l'un des éléments exemplaires de la disposition urbaine des villes industrielles du XIX^{ème} siècle c'est la rue principale de la ville, Piotrkowska, unissant cinq marchés qui apparaissaient l'un après l'autre pendant le développement de la ville (dessin 3).

Parmi plusieurs objets de la culture matérielle de Łódź industrielle, l'auteur mentionne les bâtiments de production aux styles architecturaux différents (telles les „usines blanches" classiques, les constructions où se fait voir l'empreinte de la renaissance italienne), quelques dizaines de palais des fabricants, plusieurs constructions d'art nouveau, les grandes nécropoles avec l'un des plus grands cimetières juifs en Pologne (180 000 tombeaux) et le complexe de vieux cimetières de Łódź qui se compose de trois parties: catholique, protestante, orthodoxe.

En conclusion, l'auteur constate que Łódź dispose d'un nombre exceptionnellement grand de valeurs touristiques venant du XIX^{ème} siècle, extraordinairement originales et bien maintenues, dont les attraits sont plus appréciés par les habitants des pays postindustriels que par les Polonais.

Une valeur de plus de Łódź ayant le caractère émotionnel, c'est le passé de la ville habitée jadis par les représentants de plusieurs nations. Ce passé attire les descendants des populations juive et allemande, qui recherchent à Łódź leurs „racines" et les traces laissées ici par leurs ancêtres.

STRESZCZENIE

Celem artykułu jest zwrócenie uwagi na walory turystyczne miasta przemysłowego. Autor formułuje tezę, iż podobnie jak wytwory kultury materialnej wcześniejszych epok, tak również budowle, urządzenia i konstrukcje przestrzenne okresu rozwoju klasycznego XIX-wiecznego przemysłu stają się już dziś w końcu XX w. walorem turystycznym. O ile jednak walory antropogeniczne starszych okresów uznawane są powszechnie za godne poznania, o tyle wytwory epoki rozwoju przemysłu budzą ciekawość i zainteresowanie głównie w rozwiniętych społeczeństwach postindustrialnych.

Przykładem specyficznego miasta przemysłowego, które powstało „na surowym korzeniu” i rozwinęło się do ogromnych rozmiarów (ponad 800 tys. mieszkańców), w oparciu tylko o przemysł włókienniczy, jest Łódź.

Walory turystyczne Łodzi tkwią w budowie wewnętrznej, czyli układzie przestrzennym dziewiętnastowiecznego miasta przemysłowego, oraz w obiektach kultury materialnej.

Do pierwszej grupy walorów autor zalicza klasycystyczny układ urbanistyczny miasta przemysłowego, które składało się z trzech samodzielnych i produkcyjnie zróżnicowanych części: Nowe Miasto (miasto sukieników), „Osada Łódka” (miasto tkaczy lnu i bawełny) oraz posiadła wodno-fabryczne (dzielnica przemysłowa), połączonych osią tzw. traktu piotrkowskiego (rys. 1). Innym charakterystycznym elementem w układzie przestrzennym miasta było powstanie kilku wielofunkcyjnych zespołów fabryczno-rezydencjonalnych, z których najlepiej zachował się zespół wybudowany przez K. Scheiblera znany pod nazwą „Księży Młyn” (rys. 2). Wreszcie do unikatowych założeń urbanistycznych w dziewiętnastowiecznych miastach przemysłowych należy główna oś miasta — ulica Piotrkowska, która łączy pięć, powstających w różnych okresach tworzenia miasta, rynków (rys. 3).

Wśród wielu obiektów kultury materialnej Łodzi przemysłowej autor wymienia powstałe tu w różnych stylach architektonicznych budynki fabryczne (klasycystyczne „białe fabryki”, budynki produkcyjne stylizowane na wzór włoskiego renesansu), kilkadziesiąt pałaców fabrykanckich, liczne budynki secesyjne, a także wielkie nekropolie z jednym z największych w Polsce cmentarzem żydowskim (180 tys. nagrobków) oraz kompleksem starych cmentarzy łódzkich składających się z części rzymskokatolickiej, ewangelickiej i prawosławnej.

W konkluzji autor stwierdza, iż Łódź dysponuje wyjątkowo dużą ilością niezwykle oryginalnych i dobrze zachowanych walorów turystycznych o XIX-wiecznej genezie, których odbiór i atrakcyjność jest znacznie większa wśród mieszkańców krajów postindustrialnych niż wśród Polaków.

Dodatkowym walorem Łodzi, mającym wydzwięk emocjonalny, jest wielonarodowościowa przeszłość tego miasta, która przyciąga tu potomków dawnej ludności żydowskiej i niemieckiej, szukających w Łodzi swoich „korzeni” oraz pozostałości po życiu i działalności ich ojców i dziadów.