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“The Boundary of the World” – The Beginnings of Tourism in the Bieszczady Mountains in the 19th Century

The article fills the gap in the knowledge of the history of tourism in the Western Bieszczady, presenting its beginnings in the 19th century. This area was rarely visited, as it was not perceived as attractive; the beginnings of tourist “exploration” date back to the 19th century. The analysis is based on diary accounts, memoirs, press articles and the first travel guides. In the preserved reports, the Bieszczady Mountains appear as a wild, inaccessible area, devoid of the road infrastructure necessary for travelers. The wilderness of Bieszczady was traversed for sentimental, social, commercial, religious and health reasons, initially on foot or on horseback.

Keywords: Bieszczady, tourism, history of tourism, memoirism, travels

Introduction

At the beginning of the 19th century, the depicted part¹ of the Carpathian Mountains only rarely, and rather fragmentarily, was known as the Bieszczady. The name ‘Bieszczady’ in plural or ‘Beskid’, ‘Bieszczad’ in singular were usually used to denote the border mountain ridge dividing the basins of the Baltic Sea

¹ The Bieszczady Mountains are understood here as a tourist region in its contemporary boundaries, that is the area delimited by the railroad crossing the Polish-Ukrainian border in Krościenko, going on via Ustrzyki Dolne, Olszanica, Lesko to Zagórz. From Zagórz the boundary goes along the River Osława to Rzepedź, where it changes to the River Osławica. The boundary continues along to Łupkowska Pass, where it coincides with the Polish-Slovak border till the peak of Kremenaros. From the summit the boundary continues along the Polish-Ukrainian border back to Krościenko (W. Krukar, *Co to takiego Bieszczady* [w:] *Bieszczady*, red. P. Luboński, Pruszków 2006, s. 21–33.).

and the Black Sea, and at the same time the terrains of Poland and Hungary². The form 'Beskid' was also used by different writers, who were the first travellers that informed readers in their memoirs, depictions of journeys and other literary works about the characteristics and nature of these mountains (for instance, Wincenty Pol). Zygmunt Kaczkowski, 'The Bard of Sanok District', used the word 'Bieszczady' both in singular and plural to name individual mountain peaks as well as the already-mentioned border range, in a similar manner Kazimierz Jerzy Turowski wrote in 1846. 'Sanok Mountains', that is the older name already used in the 15th century by Długosz, was applied by Seweryn Łysakowski. Contemporary specialist literature has not devoted much attention to different aspects of travelling through the Bieszczady in the 19th century, most commonly such information is marginalised to the form of an introduction to the subject of tourism in the 20th century in the depicted region. An example of such an attitude can be visualised by some of the most comprehensive complex studies devoted to the history of tourism in the Bieszczady written by Jerzy Wrona³ and Krzysztof Szpara⁴. The article aims to depict and discuss the most important evolutionary steps of the 19th-century development of tourism in the Bieszczady Mountains by focusing primarily on memoirs, press articles and other journal works from the 19th century.⁵

The diverse nature of the mountainous landscape, 'the will of learning', the curiosity of the world and people living in inaccessible mountain valleys pushed individuals to explore the Bieszczady, a terrain that remained largely unknown at that time, was difficult to travel through and almost 'virgin in terms of tourism and sightseeing'. All the aspects motivated writers and scientists, being at the same time travellers, to write down observations and notes taken during their journeys. The available accounts quite faithfully depict the motives for their trips, whether they were journeys guided by family-sentimental reasons, as in the case of Aleksander Fredro, scientific-sightseeing expeditions, as in the depiction of Ludwik Zejszner, or social-scientific, such as the journeys of Wincenty Pol. The Bieszczady in the first depictions are presented as a terrain devoid of good roads and hidden between forested mountains, small villages and towns. The

² A. Fastnacht, *Bieszczady w relacjach pamiętnikarskich z XIX wieku* [w:] *Rocznik Sanocki*. t. II, red. A. Codello i in., Kraków 1967, s. 133.

³ J. Wrona, *Turystyka w regionie bieszczadzkim*, Wrocław 1983; J. Wrona, *Rozwój budownictwa turystyczno-wypoczynkowego w Bieszczadach polskich*. „Acta Universitatis Lodziensis. Turyzm” 1990, t. 6, s. 43–57.

⁴ K. Szpara, *Rozwój ruchu turystycznego* [w:] *Bojkowszczyzna Zachodnia – wczoraj, dziś i jutro*, red. J. Wolski, Warszawa 2016, s. 445–472.

⁵ A valuable bibliographical list of memoir publications is presented in an article authored by A. Babel de Fronsberg, T. Hołyński, *Bieszczady i ziemia sanocka w literaturze pamiętnikarskiej do 1914 roku. Bibliografia adnotowana*. „Bieszczad” 2015, t. 20, s. 138–206.

mountains excited, the highlighted wilderness, difficulties with moving from one place to another and the presence of various valuable historical mementoes, in contemporary understanding tourist attractions persuaded a few travellers to visit the Bieszczady and reach some further and deeper located terrains. At first, travellers were more eager to progress along routes and paths, to transfer between subsequent villages, therefore, the first sources do not focus much on the most characteristic elements of the landscape, that is the mountain peaks towering above the valleys. The first quite detailed depiction that may be understood as a mountain trip was written by none other than Zygmunt Kaczkowski.

First Journeys through the Bieszczady Mountains

The Bieszczady Mountains were populated mostly in the 15th and 16th centuries by the Vlachs, as Polish settlers were reluctant to locate their households in this area due to the harsh conditions. The most intensive period of settlement was in the 16th century when settlers of Ruthenian origin moved there (especially from the region of Przemyśl), and the Vlachs underwent the process of ruthenisation. In the following centuries new Ruthenian ethnographic groups emerged there. From the middle of the 19th century, they were known as Boykos and Lemkos. Wars afflicting Poland in the 17th century, the Tartar military incursions and peasants fleeing from the Bieszczady caused a notable decrease of population density in the area. In the seventeenth eighties, a notable influx of Polish and Jewish settlers took place; however, once again it ended in the first half of the 18th century. Local peasants predominantly earned their living thanks to animal breeding, agriculture and craft. At the close of the 18th century Polish lands under Austrian rule observed the Josephine colonization, which also affected the Bieszczady Mountains. Towards the end of the 19th century, and at the beginning of the 20th century, the population density in Bieszczady reached 52 people per square kilometre. As already mentioned, the region was generally undeveloped in terms of tourism as it lacked tourist trails, and travellers had to cover the region via paths and forest roads that were used by peasants to obtain various resources from local forests. Due to the lack of mountain hostels, travellers had to seek shelter in local mansions or mountains shacks and chalets.⁶

⁶ H. Lepucki, *Działalność kolonizacyjna Marii Teresy i Józefa II w Galicji 1772–1790*, Lwów 1938, s. 22–24, 37–40; J. Falkowski, B. Pasznyi, *Na pograniczu lemkowski-bojkowskim: zarys etnograficzny*, Lwów 1935, s. 10–13, 23, 26; A. Fastnacht, *Osadnictwo Ziemi Sanockiej w latach 1340–1650*, Wrocław 1962, s. 170–175, 218, 222–224; G. Jawor, *Osadnictwo historyczne od XIV do początków XVII w.*, [w:] *Bojkowszczyzna Zachodnia – wczoraj, dziś i jutro*, red. J. Wolski, t. 1, Warszawa 2016 s. 366–367, 369, 372–375, 382–386.

The Boykos, who lived in inaccessible and remote mountain terrain, usually limited their activities to the nearest vicinity and their own villages. Only rarely did they decide to attend fairs taking place in more distant towns like Lesko, Lutowiska, Sanok or Ustrzyki Dolne. As stated by Pol, “they found no fun either in going along the road, or in roaming or earning in the world”. Longer trips were organized mostly in the early spring, when moving “along the ridge of Beskid” they went to the region of Tuchla to purchase sheep and cattle.⁷

Journeys undertaken by locals were greatly influenced by the liturgical calendar, as some holidays were related to going on pilgrimages to various churches, sanctuaries and monasteries, for instance to the Orthodox church in Łopienka. During some more festive holidays, local residents even crossed the Hungarian boundary ridge and travelled to the Monaster, where a sanctuary of the Basilian monks was located. A vivid description of such a pilgrimage was immortalized by Wincenty Pol who considered the visit to be one of the most important events in the life of local dwellers: “‘To Monaster! To Monaster! Behind the Beskid! Behind the Beskid!’ The words were uttered for two weeks, in each village, especially in the ones located near Beskid where large groups of people going to Monaster were gathering”.⁸ The pilgrimage started on the second day of July, that is, on the eve of Our Lady of Bilberry. Pol and some local peasants got on their way as soon as dawn broke: “all of the horses from the estate were saddled, the village leader was in the front of the procession and directed towards paths and ridges. A great bunch of dressed-up folk were moving via paths and valleys towards Beskid! When we reached the ridge, we saw villages and manor houses on both sides situated in deep valleys, the mountains were teeming with a living crowd, everywhere one could see joyful movements and hear voices, relaxed and smiling faces. Everyone flowed in the direction of Beskid, upwards via streams and troughs, next by shorter paths and ridges; however, slightly slower as Beskid was getting higher”.⁹ As the border ridge was getting closer, more and more people from local villages were gathering, the singing became more sonorous and the pipes were louder. The pilgrimage reached the road descending towards the Hungarian side: “The descent to Hungary was sudden but the road was gentle, a few hundred fathoms from Beskid a huge stone inn was located, with its farmyard it resembled a small castle”.¹⁰ At 4 pm, after the stopover and a short stay in the inn, when a larger bunch of people had gathered, they moved further to Monaster. According to Pol, in the

⁷ All quotes used in the article were translated by the author; W. Pol, *Obrazy z życia i natury*. Seria 1, Kraków 1869, s. 197.

⁸ Tamże, s. 207.

⁹ Tamże, s. 208.

¹⁰ Tamże, s. 208–209.

evening there were 30 thousand people who slept outdoors, in nearby inns or households of their acquaintances. On the third day of the pilgrimage, they set off back to their homes.¹¹

Therefore, travels undertaken due to religious reasons, most commonly pilgrimages, may be viewed as the first incarnations of tourism in the Bieszczady Mountains.

The first accounts depicting trips through the Bieszczady were not recorded until Aleksander Fredro wrote *Trzy po Trzy* [*Nineteen to the Dozen*]. In his memoir written forty years after a journey taken at the very beginning of the 19th century, the author recalls his travel to Cisna. Fredro was highly impressed by this journey, as he wrote many years later “...it was a long journey, more interesting and longer than the one to Italy”.¹² He entered the terrain of the Bieszczady by travelling along the Strwiąż Valley, where the rocky road was meandering along and by the river bed, so “it was difficult to sit in the carriage”, and the travel in the carriage turned out to be too arduous so he had to switch to horseback. First, the travellers reached Lesko, where they spent the night, and on the next day Aleksander with his father Jacek Fredro went on to encounter the next obstacle just outside the town. In this place the River San had to be crossed, which was a true challenge: “No deckhand, standing on the shore after a stormy sail will breathe as blissfully as I did when I saw myself on the mainland”.¹³ From the other bank of the River San Fredro admired the view of Lesko castle and the untended garden surrounding the building, after that, they set off for Hoczew.

On the other side of the river, the surroundings became more mountainous and wild. “We moved forward. It was a new world to me – for the first time I was in mountains. The further we went, the grimmer the surroundings became. Mountains around us, above mountains, new peaks jut over, everything is covered with black forest”.¹⁴ During the journey, the travellers met local highlanders and gipsies, the latter group being in the eyes of a young Fredro an unpleasant, potentially dangerous, sight.¹⁵ They travelled on “...along a road cut into rock, more similar to steps rather than to a road, we had to go down to the Hoczew Valley”, and only then, when he reached a small hill Jacek Fredro, gladdened by the view of his home village, shouted “Hoczew!”. The writer did not pay much attention to the depiction of the village, he only noted in his memoir: “In the valley, near the bank of the river flowing into the San, we saw the remains of a small castle. Next to it stood a small white manor house and pretty decent bu-

¹¹ Tamże, 209–210.

¹² A. Fredro, *Trzy po trzy*, Warszawa 1987, s. 128.

¹³ Tamże, s. 129.

¹⁴ A. Fredro, *Trzy po trzy*, Warszawa 1987, s. 130.

¹⁵ Tamże.

ildings. Further away were a church, inn and cottages scattered along wetlands. It was Hoczew”.¹⁶

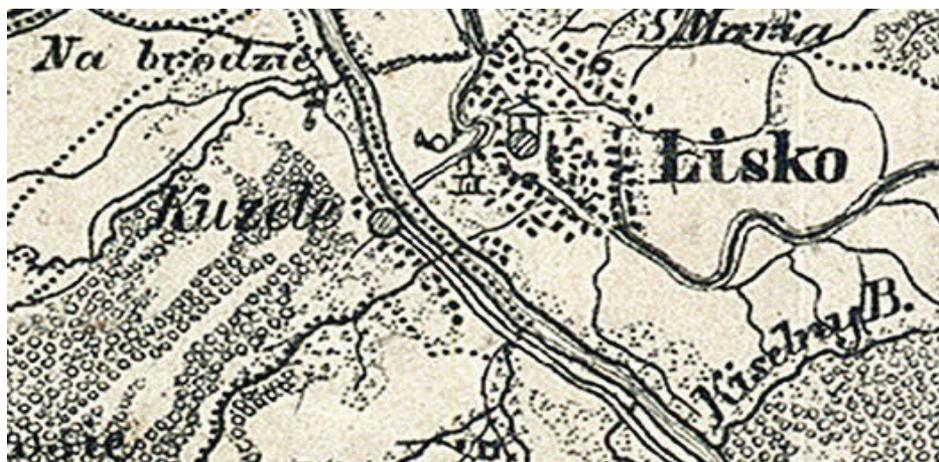


Fig. 1. Crossing the River San between Lesko and Huzele, a visible lack of a bridge linking both banks of the river.¹⁷



Fig. 2. Crossing the River San between Lesko and Huzele, the fragment of the map presents a ferry crossing between the banks of the river.¹⁸

¹⁶ Tamże.

¹⁷ *Administrativ-Karte von den Königreichen Galizien und Lodomerien. Umgebungen von Rymanów, Sanok, Bukowsko und Lisko*, Wiedeń 1855–1863.

¹⁸ *Militär Aufnahme von Galizien und der Bukovina. Section No 11 westliche Colonne No IX*, Wiedeń 1861.

The travellers rested in a local inn and then went on to Baligród, and from there to Cisna. “There is the boundary of the world. Crossing Baligród one enters black narrows. Road and river are the same, on both sides of the river arise black walls of firs and spruces”.¹⁹ The route led along the Jabłonka Stream, climbed on forested slopes of Jabłońska Mountain, and then went down to Solinka Valley where Cisna was located. The village “...is situated in a slightly more spacious valley. Manor, orthodox church, inn, then a small mill and sawmill enlivened the mountainous village more than many other.”²⁰ The stay in Cisna was whiled away on various attractions and ‘amusements’. Everything in Bieszczady was new for a young traveller, and particularly the sounds of trombita percolating through the local mountains and forests became embedded in his memory. The time spent in Cisna was devoted to fishing and travelling around the nearby area. After that, Fredro and his family travelled back, on the way to Lesko they visited their acquaintances in Jabłonki and Żerniczka and then stayed for a night in Lesko castle.²¹ In the terrains of the Bieszczady, they also stayed in Ustjanowa where they rested their horses.

Ludwik Zejszner, geologist and geographer, similarly to Aleksander Fredro, in his journeys reached, among others, Baligród and depicted the town as situated “in soaring mountains covered with black forest”.²² The situation of the town, the lack of good roads allowing convenient communication, trade or travelling were in his opinion the reasons for the economic slowdown of Baligród: “...its development stopped long ago; there is no industry or trade, it is just a larger village inhabited by a dozen or so craftsmen who meet daily requirements, and at the same time being more farmers”.²³ In the view of Zejszner, reaching Baligród was difficult, but the further journey to other villages situated deeper in the mountains was even more arduous. When leaving the town, one entered a truly inaccessible terrain, full of primaeval forests inhabited by wild animals. Ludwik Zejszner paid great attention to the local forests: “Half a mile past Baligród, the terrain becomes to the utmost wild, so wild that I may not compare it with any other known to me in Europe. Ruffled mountains covered with virgin woods, stretching from mountain tops and dales are primarily forested by spruce and fir growing together, beeches grouped in massive groups are sometimes isolated; exceptionally, and only on the boundaries of their range, different species are growing together. The proper character of these woods comes from the extremely luxuriant vegetation, enormous spruces commonly have a fathom

¹⁹ Tamże, s. 133.

²⁰ Tamże.

²¹ Tamże, s. 133, 142.

²² L. Zejszner, *Podróże po Beskidach*, Warszawa 1852, s. 185.

²³ Tamże, s. 128.

in diameter, or even one and a half and more. Beyond these huge trees grows a smaller forest composed of trees with significantly wide logs. Looking from a distance at the primaeval forest it seems that one forest is growing from another. When I saw this terrain in August, that is in a later season, I found numerous beautiful flowers with an uncommon vibrancy of colours. It is difficult to find richer and at the same time more luxuriant flora in our moderate climate. These enormous trees are a true ornament of this area, but no one pays attention to them, the trees are growing while a storm does not knock them down”.²⁴

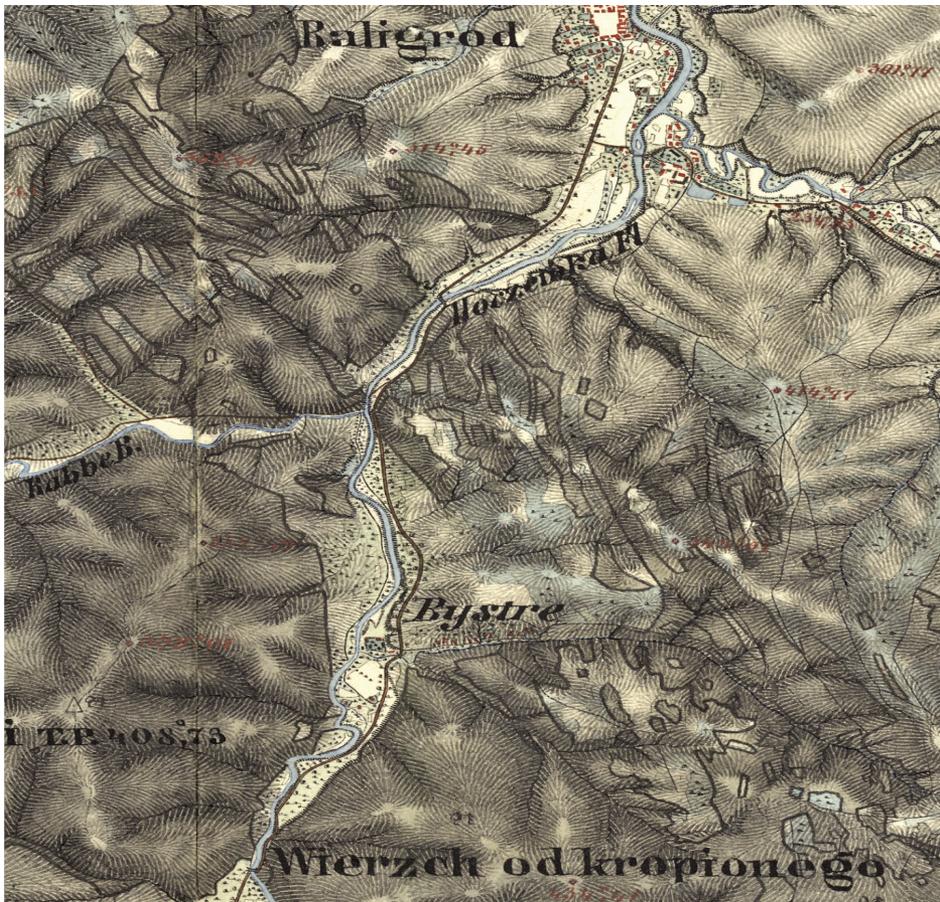


Fig. 3. The narrow Jablonka valley beyond Baligród, the road to Kolonice goes along the river.²⁵

²⁴ Tamże, s. 128–129.

²⁵ *Militär Aufnahme von Galizien und der Bukovina. Section No 12 westliche Colonne No IX*, Wiedeń 1861.

Travelling across forests around Kołonic²⁶ Zejszner encountered numerous obstacles such as wind-felled trees, thick bushes, and local specimens of fauna which posed a danger to travellers, above all vipers.²⁷ The traveller also paid attention to the lack of possibilities to utilize local forests on a larger scale because none of the rivers were navigable, and the roads were so rocky that even the lightest carriages moved there with tremendous difficulty: “Horses may not be used on these extraordinarily rocky roads, therefore they are substituted by oxen which [locals – added by M.O.] harness to heavy and clumsy carts, devoid of metal parts and oil in the axles. Due to unpleasant and creaky sounds, one may know from a distance that such a cart is coming. There is an enormous gap between the improved means of communication used in civilised countries and Carpathian roads!”²⁸

One of the most valuable accounts of travelling through the Bieszczady Mountains was written by Wincenty Pol, who in his descriptions provided information on the realities of travelling in this part of the Carpathian Mountains. He underlined that in almost every village situated near the border with Hungary there was a convenient way to get to the other side of the border range. The high road, “...partially made of stone, and partially going through rivers without bridges”,²⁹ stretched all along the Osława Dale. The road started in Zagórz at the crossing with the main Carpathian route, which on this section linked Sannok with Lesko, moved on through Tarnawa, Kulaszne, Szczawne, Radoszyce and Osławica, climbed the Beskid Pass (668m AMSL) and went down to the Hungarian side in the direction of Humenne. The next road also started by the Carpathian route in Lesko, and then it went south, first along the River San till Hoczew, and from there, it went further along Hoczewka Stream. A “partially made” route passed through Nowosiółki, Zahoczewie, Mchawa, Baligród, Bystre, Kołonic, Jabłonki, Habkowce, Cisna and Liszna, then reached the border near Roztoki Górne, where a customs house was located. In Cisna, a back road branched off from the main trade route, led to Smerek and Wetlina, then climbed the boundary range with Hungary and went on to Użhorod. The last of the routes mentioned by Wincenty Pol also started from the Carpathian route in Uherce, where by Żuków Range it went on to Czarna, and then turned south via Lutowiska, Smolnik, Stuposiany, Pszczeliny, Bereżki and Ustrzyki Górne to Wołosate, where it crossed the Hungarian border on the Beskid Pass (785m AMSL) and also went towards Użhorod. In Lutowiska from this road another one branched

²⁶ Kołonic – a village situated in Jabłonka Valley, squeezed into a dale between the ranges of Łopiennik and Wysoki Dział.

²⁷ L. Zejszner, *Podróże po Beskidach*, Warszawa 1852, s. 130.

²⁸ Tamże.

²⁹ W. Pol, *Rzut oka na północne stoki Karpat*, Kraków 1851, s. 92.

off to Dydiowa, and then it continued along the valley of the River San through Dźwiniacz, Tarnawa, Sokoliki Górskie and Beniowa to Sianki. From this village it climbed up the Użok Pass (852m AMSL), then it went down to the village of Użok on the Hungarian side.³⁰

Travel around the Bieszczady wilderness could take place by the use of various roads differing in their quality. In the mountainous terrain travellers most commonly used longer and relatively safer local roads leading between villages along valleys, or shorter routes, steeper and less popular paths going over ridges and frequently through rapid streams and rivers. The decision to pick one route or another was based on numerous factors: weather conditions, season, means of travel, or the time needed to get to the destination. A similar quandary over what to do made Wincenty Pol, when he had to go from Kalnica to one of the villages³¹ in Oślawa Valley, write: "...whether to choose an unpleasant ridge and go via a shorter route and to ford the River Oślawa, or to safely go in a carriage via a longer way and travel all night".³²

In order to get as quickly as possible to some selected places in the Bieszczady Mountains, local highlanders were hired as guides, their knowledge of the terrain, paths and forests proved to be useful for outside travellers. They could lead them by shorter and less popular routes crossing mountain ridges, they knew some suitable places to ford a river when there was no bridge nearby. Highlanders also knew when one should start a trip so he or she would arrive in a given place on time as well as how to properly prepare oneself for the travel, for instance, when setting off in the evening one had to take kindled lanterns to light the route, and some additional knobs of resin. Night trips in the Bieszczady wilderness were a huge obstacle for both travellers and horses. For instance, the invaluable Wincenty Pol, when mentioning his night trip, underlined numerous inconveniences that he had to struggle with: "It was an unpleasant, cold, dark, autumn night, wet mist hung over the mountain ridges – the lanterns were burning well but the horses were slipping in every moment, only in few places one could jogtrot. When we stood on a ridge we were fanned by an unpleasant wave of cool air from Oślawa Valley – the horses needed to rest as through half a mile they had had to climb on an unpleasant mountain: so we had to saddle our horses once again and light our lanterns anew, we drank some vodka and slowly went down from the ridge. Somehow the roar of water in a weir became more

³⁰ Tamże.

³¹ Most probably it was Szczawne, a village situated in the Oślawa Valley, Wincenty Pol in his travel to the village likely went through a small passage between Sulia and Ostaszki. If Pol had decided to cover the six miles along local roads, he would have had to go from Kalnica via the Pass Beneath Sulia, Turzańsk and Rzepedź to reach Szczawne.

³² W. Pol, *Z pamiętnika Siola* [w:] W. Pol, *Dziela*, t. X, Lwów 1878, s. 323.

sonorous and it threatened from a distance that the crossing will not be an easy task. The route started to resemble more a true mountain path, in the light of the lantern the shadows of huge trees were fading from view in the mist, steepness and precipices. After reaching the river, the swoosh of swelled water was so loud that the travellers had to shout into one to another’s ears to inform about the road ahead”.³³

Before crossing the River Oślawa, Pol fired two times to inform the inhabitants of the local mansion about their attempt to surmount the river. The groom was first to enter the river to check the crossing and to safely light the way from the second bank, he also instructed Pol to cross the river diagonally.³⁴ The account of a short trip recalled by Wincenty Pol quite well depicts the hardships and hazards of travelling at that time in the Bieszczady Mountains. As in the case of the author, even a short social journey could turn out to be quite a demanding task, and covering only a few miles from one village to another in unfavourable conditions was dangerous even for travellers who were well prepared and experienced in the local terrain.

A short reminiscence of the difficulties encountered during travel through the Bieszczady Mountains was included in a memoir written by Tadeusz Czarkowski-Golejewski. The author recalls that in the middle of the 19th century “... one travelled in a carriage which in the back was crammed with leather bundles storing bedclothes and with a bolted big suitcase holding underwear and other things”.³⁵ The lie of the land, steep and muddy roads rising up on local mountain peaks and ridges demanded special care of the luggage, this fact is stressed by the author when he mentioned the need to attach the suitcase to the carriage so it would not drop from it during the journey. The travel from Mików to Sanok, located six miles away, took at that time a whole day because one had to go over Łuków Mountain on the way. Before reaching the summit one had to stay in the inn owned by a Jewish innkeeper. During the rest, horses were watered and fed, the members of the service and travellers also ate their meals, and then they went up to the top of the mountain; however, most of the way to the summit of Łuków Mountain had to be covered on foot due to the steepness of the mountainside.³⁶

Apart from natural obstacles and the lack of proper roads, additional difficulties for travellers could crop up when unpleasant, rather fickle and inhospitable weather conditions prevailed in the Bieszczady Mountains. In November

³³ Tamże, s. 324.

³⁴ Tamże, s. 325.

³⁵ T. Czarkowski-Golejewski, *Pamiętnik Tadeusza Czarkowskiego-Golejewskiego, pierwszego ordynata na Wysuszcze*, Borszczów 1905, s. 11.

³⁶ Tamże, s. 11–12.

highlanders were bringing in the last of the oat crop, because in the first days of December massive snowstorms could paralyze not only higher elevated mountains, but also lower, neighbouring ridges and valleys: "...snowy clouds are getting lower, mountains and forests are disappearing from eyesight for whole weeks"³⁷. Snowstorms were transforming into true hurricanes which by gusting flurry moved masses of snow meaning that for many days valleys, roads and even whole villages were totally cut off. Winter was the most difficult season for locals in the Bieszczady Mountains, snow lying for long months, enormous snowbanks, uncleared routes and paths, all these meant that for many months these terrains were almost completely inaccessible for travellers. Moreover, due to the lack of proper arrangements, ensuring warm shelter and food, one could at best be stuck for a few days and nights in one of the cut-off villages. With the emergence of spring, the masses of snow accumulated through the winter season caused further difficulties; melting snow changed calm streams into gusting rivers flooding whole valleys and roads and for whole weeks one could not get from remotely situated villages to a town.³⁸

Mountain Trips

Despite their clearly mountainous character, the Bieszczady originally did not appeal to enthusiasts of climbing high mountain peaks, summits, remote ridges and narrow passages. The mountains were treated as an obstacle that had to be overcome to reach a given place, or as a place of work, pasturage, in the case of mountain meadows and other clearings. Only seldomly valleys or routes leading along ridges were left in favour of higher mountains, therefore peaks and summits were not as interesting in the eyes of travellers; however, Aleksander Fredro³⁹ regretted that unfavourable weather conditions had obscured the view of Łopiennik. Later accounts only rarely mention trips on the mountain peaks, one of the first quite detailed and vivid descriptions of a mountain trip was noted by Zygmunt Kaczkowski. The peak hidden from Fredro was reached by "The Bard of the Sanok District" during one of his tourist trips. Kaczkowski remembering his younger days wrote that in 1833 guests, namely Wincenty Pol and Seweryn Goszczyński, who were visiting Bieszczady at that time, came to the Cisna mansion governed by Ignacy Kaczkowski. Both of them were moved by the view from the gallery on the dominating silhouette of Łopiennik: "Soon they were struck by the view which was

³⁷ W. Pol, *Obrazy z życia i natury*. Seria 1, Kraków 1869, s. 316.

³⁸ T. Czarkowski-Golejewski, *Pamiętnik Tadeusza Czarkowskiego-Golejewskiego...*, s. 15.

³⁹ A. Fredro, *Trzy po trzy...*, s. 133.

new for them but at the same time always fascinating for us. On the east one could see a high mountain known as Łopiennik. It is not as high as the ridge of the Carpathians; behind the peak, there are mountain meadows whose flat summits are higher, but here for many miles around it is the highest mountain, and its view is so impressive because it looks like an additional top installed on a mountain. The peak resembles a sugar head, its ridge is completely covered with black forest, but the head is not-forested and glows in light green colour during sunny days. At this moment at the bottom of this sugar head mist was spread out over, as white as milk, and the clear peak was illuminated by bright rays of sunshine, so when darkness descended it resembled a shiny celestial object suspended in the air”.⁴⁰

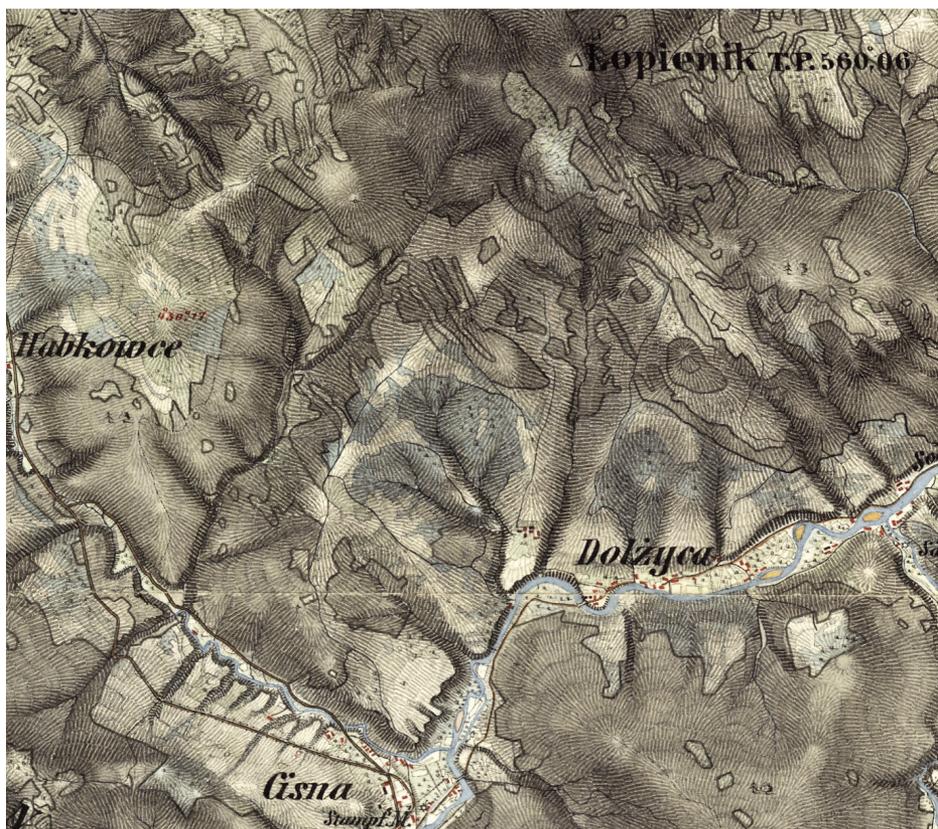


Fig. 4. Łopiennik Mountain – visible clearing beneath the peak.⁴¹

⁴⁰ Z. Kaczowski, *Mój pamiętnik z lat 1833–1843*, Lwów 1899, s. 11.

⁴¹ Militär Aufnahme von Galizien und der Bukovina. Section No 13 westliche Colonne No IX, Wiedeń 1861.

Seweryn Goszczyński enthused by the view, even though he saw greater wonders of nature in the Tatra Mountains, was highly impressed by “the majesty of the mountain”. He was echoed by Wincenty Pol who claimed that the peak was visible from Lesko castle, and from the summit, as he believed, one could see all the terrains of Poland up to the Baltic Sea. Seeing the enthusiasm of the guests Ignacy Kaczkowski proposed to organize a trip to the peak, as reaching the summit was not a problematic task because there were pastures at the foot from which shepherds used to put out sheep and goats on the mountain top. On the pages of his memoir, Zygmunt Kaczkowski described an interesting way of organising mountain trips, before setting off for the mountain they had decided to send there a carriage with food in the morning, so the members of the expedition could ride there on horses in the afternoon, sleep beneath the peak and admire the sunrise. They reached the summit when it was getting light, mists covered dales and other mountains beneath, from the top one could enjoy a wide panorama. His knowledge of Polish lands and good equipment allowed Ignacy Kaczkowski to act as a guide, thanks to a telescope he informed each member about visible local places: “We saw Lesko castle as plain as anything from here, the River San, Sanok, and some other town, maybe Brzozów or Dynów”.⁴²

Obviously, it was not possible to see much wider views from Łopiennik; however romantic rapture and enthusiasm caused by the mountain panorama pushed the members of the trip to discern even the most remote parts of Poland. Wincenty Pol took advantage of the moment to present the first lines of his *Pieśń o ziemi naszej* [*Song of our Land*] in which he had listed and vividly depicted all the lands of Poland⁴³. In the afternoon, after many discussions, they returned to Cisna, and on the same day Wincenty Pol set off to Lesko.

Hunting Expeditions

The Bieszczady, containing numerous peaks and dales, covered with dense forests, not well connected and isolated from larger towns, were a true sanctuary for wild animals, bears, deer, roe deer, boars and other species, and as such the mountains were a perfect place for organising hunting trips: “Among lush forests live plenty of different species of birds and animals; black and hazel grouses are very common here; roe deer are numerous in the forests as no one starts them; [...] apart from roe deer, deer, boars and bears not infrequently live there”.⁴⁴

⁴² Z. Kaczkowski, *Mój pamiętnik z lat 1833–1843...*, s. 17–19.

⁴³ Tamże, s. 19–20.

⁴⁴ L. Zejszner, *Podróże po Beskidach*, Warszawa 1852, s. 129–130.

With the passage of time hunting changed in nature from a normal everyday way of obtaining food to a form of leisure, a pastime spent with companions away from one's home. Accounts of hunting trips are valuable testimony to the first trips through the area of the Bieszczady, especially since many of them include descriptions of landscape and conditions outside the main routes and villages. Usually, hunters headed for more remote areas of mountains, predominantly the border range and nearby peaks and summits. Bears as the kings of the local forests were the ultimate big game; however, also other animals were commonly taken, including boars, deer and roe deer. Among the first accounts of hunting expeditions, the ones written by Zygmunt Kaczkowski, Marcin Smarzewski and Jerzy Jarosz are especially worth highlighting due to their observations and commentaries on the way of travelling and hunting in the mountainous scenery.

Marcin Smarzewski, a soldier of the Duchy of Warsaw who took part in the French invasion of Russia, went on a hunting trip in the Bieszczady. In his diary, Smarzewski depicted a social hunting trip that took place in September 1834, when, accompanied by his fellow hunters, he had travelled from Przemyśl via Smolnik, Dwernik and Nasiczne to Berehy. The description presents the characteristics of local roads which were cut into terrain, quite broad but steep: “Roads are partially cut, wide but rising up high”.⁴⁵ The author is impressed by the terrain, the vast space of mountains surrounding the valley in which the village was situated: “...it borders with Hungary, counts seventy households, includes parts of mountain meadows which in the bottom parts are forested by beech, hornbeam and hazel grove, and in the summit parts are covered with a grassy coat allowing thousands of oxen to feed. The vastness of these hills is enormous, one slope has on average 600 to 1000 acres of land, and Berehy has a few such slopes. The eye unaccustomed to vast expanses can easily be misled, when taking measurements of length one is prone to miss and confuse herds of oxen and sheep with the flock. Beeches growing on the summit of Berehy, known as Rawka, are stunted similarly to other trees”⁴⁶. The area had no suitable accommodation to offer apart from local mansions, therefore the travellers had to sleep in two chambers: “We have to sleep side by side in two spacious chambers in a stone house with a mud floor”.⁴⁷ On the next day after they arrived in Berehy the hunters set off for the mountains but did not shoot anything. In the evening, tired of a day-long hunt, some needed a rest, whereas others were looking for fun. During the next day, the hunters moved to a new place where they managed to shoot a hind. In the evening they celebrated the hunt “[...] in a hospitable manner,

⁴⁵ M. Smarzewski, *Pamiętnik z lat 1811–1831*, Wrocław 1962, s. 170.

⁴⁶ Tamże, s. 171.

⁴⁷ Tamże.

with an abundance of wine, beer and vodka”.⁴⁸ The memoirist was impressed by the local society, and their everyday existence determined by the environment: “...they are free of worries about the future, the locals are living thanks to the generosity of nature rather than their own work as produce, animals, wild fruits, beechnuts, nuts, mushrooms are the basis of their meals. [...] Salt, tobacco, dried fishes and plums are obtained very cheaply from Hungary, the local water is of unspeakable quality, freshness and taste, their homes are made of stones, and the area is overflowing with firewood and parts for fences”.⁴⁹

The next hunting reminiscence was written by Jerzy Jarosz. In September of 1860, a sixteen-year-old Jarosz went with older companions on a hunting trip to visit Erazm Leszczyński, who lived in Dźwiniacz. Once there the company planned to go on a big game hunt in the local forests, “...where the River San has its source”.⁵⁰ The trip from Pobiedno, a village near Sanok, to distant Dźwiniacz demanded some essential preparations and ensuring accommodation during the travel, which was organised in Ustrzyki Dolne, from where on the next day they moved to Dźwiniacz. On the next day, for the bear hunting, they took bigos and anisette. At 10 am, after they had forced their way through “woods of imposing height”, they reached a clearing just beneath the Hungarian border. There the hunting proper was organised, it was successful, and on the next day, the companions once again hunted boars, deer, snipes and eagle owls. After nine days of hunting, including a hunt in the Bukowica range on way back, the company reached their homes.⁵¹

Railway and Mass Tourism

Mass tourism entered Bieszczady with the emergence of a convenient railroad network. The First Hungarian-Galician Railway, by linking Przemyśl with Łupków, and further on with Hungary, became a window on the world for many dwellers from mountain villages and towns, it also facilitated fast and convenient travel in the northern and western marches of the discussed area, and most importantly for travellers and holidaymakers seeking a breather and rest in the Bieszczady Mountains. These terrains, previously inaccessible, known only to a few, stood open for everyone thanks to the construction of the railroad: “...only a few were brave and eager enough to disregard the problems caused by the lack of proper roads, and break the vicious circle, that is the part of the mountains

⁴⁸ Tamże, s. 172.

⁴⁹ Tamże.

⁵⁰ J. Jarosz, *Senzacyjny pamiętnik starego łowczego i leśnika*, Kraków 1912, s. 33.

⁵¹ Tamże.

known as ‘Beskid’ situated on the southern-eastern border of the so-called “Sannok Podole”. Only in 1872 the construction of the Przemyśl-Łupków railroad broke the circle and unveiled to the surprised eye of the curious traveller these charming views of beautiful nature, which in its virgin clothing of evergreen forests and fantastic rocks was a background of the pastoral life of the local residents”.⁵² In 1872 the First Hungarian-Galician Railway⁵³ had altogether 11 locomotives and 24 passenger cars in its rolling stock; however, one year later, the number was almost double, as there were 21 locomotives and 50 passenger cars running on the line.⁵⁴ The number of passengers was slowly increasing⁵⁵: in 1872 the line was used by 51 526 passengers, whereas one year later as many as 237,699 passengers. In the next years, a similar number of passengers were travelling on the line (168–197 thousand); however, in 1887 the number reached 338 thousand passengers.⁵⁶

The construction of the railroad had considerably facilitated travel through the northern and western boundaries of the Bieszczady. First of all, it simplified the organisation of travel, reduced the costs, increased accessibility, and reduced the time needed to get to many places, especially to the villages situated in the vicinity of the track. For instance, 94km from Krościenko to Łupków took 2h 50min of travel.⁵⁷

The popularization of rail⁵⁸ as a means of transport, including for tourism, resulted in the first descriptions of the terrain covered during a journey on a se-

⁵² A. Świrski, *Kilka słów o zakładzie żętyczno-leczniczym w Kulaszmem*, Lwów 1878, s. 1.

⁵³ The data used for the First Hungarian-Galician Railway denote the whole line between the years 1872–1888.

⁵⁴ S. Szuro, *Informator statystyczny do dziejów społeczno-gospodarczych Galicji. Koleje żelazne w Galicji w latach 1847–1914*, Kraków 1997, s. 78.

⁵⁵ Passenger traffic was unbalanced on the whole line: “When the train passes Zagórz passenger cars are deserted, only a few people travel further by this line” (*Kulaszne. (Z notat podróznika)*), „Tygodnik Ilustrowany”, nr 311 z 10 XII 1881, s. 380.).

⁵⁶ S. Szuro, *Informator statystyczny do dziejów społeczno-gospodarczych Galicji...*, s. 78–79.

⁵⁷ O. Obogi, *Przewodnik ilustrowany po c. k. austr. kolejach państwowych na szlakach Tarnów – Dębica – Rzeszów, Przemyśl, Dębica – Rozwadów – Nadbrzezie, Rzeszów – Jasło, Stróże – Jasło – Nowy Zagórz, Zagórzany – Gorlice, Jarosław, Rawa Ruska, Przemyśl – Chyrów – Zagórz – Łupków, Chyrów – Dr*, Wiedeń 1895, s. 73.

⁵⁸ The train ride of Emperor Franz Joseph I on this line in 1880 during his second visit to Galicia also contributed to the popularization of the First Hungarian-Galician Railway. On September 19, 1880, Franz Joseph entered the area of the Bieszczady from the side of Krościenko, continued through Ustrzyki Dolne, Olszanica and Lesko-Łukawica to Zagórz, where he met the local authorities during a short stop. From Zagórz he set off towards Łupków, which he reached around 10 am. After a solemn farewell, he rode through the tunnel in Łupków and left the area of Galicia. The scene of the Emperor's farewell in Łupków was painted by Wojciech Kossak (W. Kossak, *Pożegnanie w Łupkowie* [w:] E. Trzemeski, *Karty pamiątkowe z podróży cesarza Franciszka Józefa I po Galicji r. 1880*, Lwów 1880, s. 19).

lected line. Descriptions provided basic information on the time and distance between one station and another, local attractions and curiosities, the most important historical events connected with a region, landform features, etc. Furthermore, guidebooks included information helpful in the organisation of a trip, for instance, they included descriptions of places of accommodation and their costs, provided information on the cost of hiring a carriage, and proposed some ideas for additional trips which could be undertaken individually from a given station. The first railroad guidebook to depict this part of the Bieszczady Mountains, that is *Przewodnik ilustrowany po c. k. austr. kolejach państwowych...* [*The Illustrated Guidebook to Austro-Hungarian Railroads...*], devoted a few pages to describing the route from Przemyśl to Łupków, and in the discussed terrain its part from Krościenko to Łupków. The description of the route included in the guidebook provided basic information for tourists on villages passed during the journey, for instance, Krościenko was described as a village “situated in a beautiful mountainous area”, in which one could find small glassworks producing “objects of low-grade quality”.⁵⁹ It informed that the station in Ustrzyki Dolne is situated half a kilometre from the town centre, and hiring a carriage would cost 40–60 halers. Accommodation could be found there in the Wanda Hotel. From Ustrzyki one could go on a trip to state forests located 5 km away in Berehy⁶⁰ or to a crude oil mine in Łodyna (6 km from the station). At the station in Ustjanowa, situated 488m AMSL the train reached the highest point on its way from Chyrów; in the village it crossed the watershed ridge that separated the basins of the Baltic and the Black Sea. From Ustjanowa one could go on a 23 km trip to Lutowiska to visit a local fair, or take the train further to Olszanica, Uherce (where a sulphurous spring was located) or Lesko-Łukawica station, which was approximately 5 km from the centre of Lesko. This distance could be covered thanks to a hired carriage. The view of the town located at the foot of a mountain from the dale was “very beautiful”, in its south-western part was the valley of the River San, which beneath Lesko was broadened to a considerable size. From the local attractions for tourists, the guidebook included the “beautiful park with ancient castle belonging to count Kraśicki”.⁶¹

Tourists who wished to visit places around Lesko were proposed a trip to the vicinity of Baligród. There was a public road to this town, located 15 km south of the city, and its surroundings were described as wild and romantic.⁶² Another railway station after Lesko was Załuż, in a region that was one of the most beautiful on the whole route from Chyrów to Zagórz. Sobień, the “ruins

⁵⁹ O. Obogi, *Przewodnik ilustrowany po c. k. austr. kolejach państwowych...*, s. 75.

⁶⁰ In the guide, the name of Berehy was changed to “Berets”.

⁶¹ Tamże, s. 76.

⁶² Tamże.

of an old castle, once the property of a descendant of the famous Kmitowie family”, loomed high above the bank of the San.⁶³ In Nowy Zagórz the train turned south-west and after a while, it reached Zagórz, where the beginning of the transversal railway connecting Zagórz with Grybów was located. Zagórz was considered “... a village distinguished by a charming location in a healthy climate with wonderful surroundings”, where two sacred buildings deserved attention, the ruins of the Discalced Carmelite monastery and “an ancient church from the times of Casimir the Great”⁶⁴. Travelling around the neighbourhood of Zagórz one could visit numerous oil mines. Behind Zagórz, the train passed the village of Mokre with a large steam sawmill operating there and then reached the Szczawne-Kulaszne station, where the health and hydropathic resort was situated. Another of the above-mentioned stations was located in Komańcza, situated in a “mountainous and forested area”, where a post office and a telegraph were based. From Komańcza, the train climbed towards Łupków and a tunnel carved under the Łupkowska Pass.⁶⁵

The trip through picturesque mountainous areas, (previously unknown to a wider mass of travellers), was a big attraction, which the Przemyśl-Łupków railroad administration decided to take advantage of. On June 3, 1877, they organised a tourist train ride from Przemyśl through the Bieszczady Mountains to Hungary, and to the town of Medzilaborce.⁶⁶ Preserved press reports from this event, which describe in detail the journey through numerous towns in the mountains, emphasize the sightseeing qualities of the region, thus providing valuable evidence of the beginnings of mass tourism in the Bieszczady Mountains. The rich and quite detailed descriptions of selected places and tourist attractions draw attention, and their selection proves the recognised tourist assets, which in the described area were considered particularly interesting by the travellers: “Rounding Chyrów, the train turns into the Strwiąż Valley; the railroad track from now on runs along the River Strwiąż, all the way to Olszanica, and the train almost constantly runs along the bank of the Strwiąż. A highroad by the railroad leads to Sanok. Along the way, we see a state sawmill and the landscape becomes more and more mountainous with beautiful hills on the left, and groves and woods on the right. Past Starzawa we pass by Terło and Krościenko, then towards Ustrzyki Dolne, the railroad goes further uphill and the road to Sanok, following the railroad track, will cross it in several places to the right, then to the left

⁶³ Tamże.

⁶⁴ Tamże, s. 77.

⁶⁵ Tamże.

⁶⁶ H. Müldner, *Wycieczka przez tunel łupkowski do Mezö-Laborcz*, „Czas: Dziennik Poświęcony Polityce Krajowej i Zagranicznej Oraz Wiadomościom Literackim, Rolniczym i Przemysłowym”, nr 142 z 26 VI 1877, s. 1.

again”.⁶⁷ According to the author of the report, the successive localities offered new and different attractions, the orthodox church in Ustjanowa was mentioned, as well as a geographical fact about the watershed of the Baltic and Black Seas basins running through the village, and it describes the “beautifully developed property of Mr Jordan” in Olszanica. Uherce attracted the author’s interest with the manor building, in which he mentions a magnificent old-fashioned oak parquet coming from the residence of the Mniszchow family in nearby Laszki Murowane. The scenery of the journey quickly changed in the mountain landscape: “Behind Olszanica there is a small tunnel – this is the first larger opening in the rock we will encounter on this road. The area becomes more and more beautiful, so one cannot decide which way to look at first; after the tunnel on the left side, there is a unique shaped rock, resembling the ruins of a castle. This is Kostrzyń,⁶⁸ a giant stone over Lisko⁶⁹ known from the poem by Leszek Borkowski.⁷⁰ The mountains become more and more cramped, creating on both sides the most varied beautiful panoramas, as if a giant snake was winding, the train takes strange turns”.⁷¹ The train reached the Lesko-Łukawica station. From its vicinity, the travellers admired the rapid waves of the River San meandering beneath the ruins of the Sobień Castle.

In his description, the author devoted a lot of attention to the history and monuments of the town, including the Gothic parish church where Franciszek Pułaski, the Marshal of the Bar Confederation who was fatally wounded in the battle of Hoszów, was buried. In Lesko, according to the author, “it is worth visiting the local ancient castle renovated by count Ksawery Krasicki, together with a garden and beautiful adumbral walks”.⁷²

⁶⁷ H. Müldner, *Wycieczka przez tunel łupkowski do Mezö-Laborcz*, „Czas: Dziennik Poświęcony Polityce Krajowej i Zagranicznej Oraz Wiadomościom Literackim, Rolniczym i Przemysłowym”, nr 143 z 27 VI 1877, s. 1.

⁶⁸ Kostrzyń, a forest in Glinne near Lesko. The rock described by the author is named the Lesko Stone.

⁶⁹ The Lesko Stone was also mentioned in a series of anonymous articles, *Memories of Galicia tours*, which appeared in 1860 in *Tygodnik Ilustrowany* [*The Illustrated Weekly* (No. 46–48)]. In the article, the author recalling a journey from Sanok to Dobromil wrote: “[...] a huge rock, known as the Lesko Stone, can already be seen from a distance, and a local tale about it gave W. Chłędowski an idea to write a beautiful verse novel, once included in “Haliczanin” (*Wspomnienia z wycieczek po Galicji, Bukowinie i Mołdo-Włoszczyźnie*, “Tygodnik Ilustrowany”, nr 46 z 11 VIII 1860, s. 431). The information referring to the authorship of *Kamień nad Liskiem* is incorrect, it was written in 1830 by Aleksander Fredro in *Haliczanin*, which was edited by Walenty Chłędowski.

⁷⁰ Aleksander (Leszek) Ferdynand Wincenty Dunin-Borkowski.

⁷¹ H. Müldner, *Wycieczka przez tunel łupkowski do Mezö-Laborcz*, „Czas: Dziennik Poświęcony Polityce Krajowej i Zagranicznej Oraz Wiadomościom Literackim, Rolniczym i Przemysłowym”, nr 143 z 27 VI 1877, s. 1.

⁷² H. Müldner, *Wycieczka przez tunel łupkowski do Mezö-Laborcz*, „Czas: Dziennik Poświęcony Polityce Krajowej i Zagranicznej Oraz Wiadomościom Literackim, Rolniczym i Przemysłowym”, nr 143 z 27 VI 1877, s. 1.

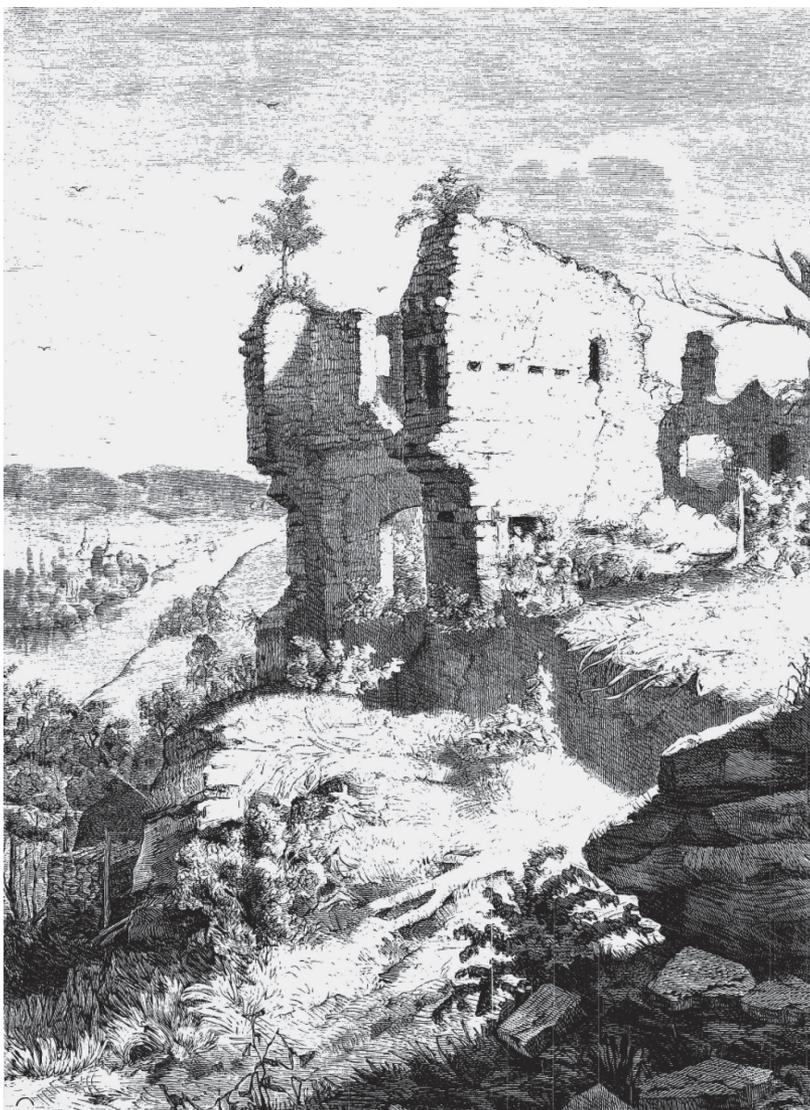


Fig. 5. Ruins of the Sobień Castle.⁷³

After leaving the railroad station in Łukawica, the train route led along with the River San, then passed the ruins of the Sobień castle, the village of Manasterzec, and finally leaving the fast-flowing San to enter the Oslawa Valley at Zagórz, where the ruins of the monastery of the Discalced Carmelites,

⁷³ M. Wiśniewski, Zwaliska zamku Sobień, „Kłosy: Czasopismo Ilustrowane, Tygodniowe”, nr 567 z 29 IV 1876, s. 292.

burned by the “criminal hand” in 1809, are located. In Zagórz, the direction of travel turned south. The route following the waters of the River Osława “several times will cut huge masses of rocks” on the way to Mokre. One of the rocks in the vicinity of Czaszyn attracted the attention of the author of the report because there was a plaque engraved in stone near guard booth no. 85 connected with the construction of the railroad line (1871). Just behind Czaszyn, there was a health facility in Kulaszne, located near the railroad line, mentioned as the only place of accommodation on the discussed route. After passing Kulaszne, the train continued its journey through Szczawne, Komańcza to Łupków, where: “...the railroad climbs uphill continuously, making huge arches and zigzags; the locomotive is huffing and puffing, slowing down a little bit as if it was its last effort – no wonder, as we are about 2400 ft.⁷⁴ Here, we are almost in the middle of the mountains and everywhere we look, we can see charming mountain landscapes, which change every now and then. The area is empty, barely seeing any farmland, now and then only lonely highlander settlements appear”⁷⁵. In many places, the connections with local history are emphasised, especially with the Bar Confederation, e.g. in Komańcza the author tells an anecdote about buried weapons and “war utensils” that were said to have been left in the village by the Confederates going to the Hungarian side. The last station on the Galician side was Łupków, where a “famous tunnel” under the Łupkow Pass was built just 15 minutes from the station. This modern facility at the time was a great technical achievement, the 400m long tunnel was a gateway to the Hungarian side. Having passed through the tunnel, the train formation crossed the former border ridge with Hungary and then descended to Mező-Laborcz, where the program of the trip included numerous attractions and special events. The railroad management tried to make the journey more pleasant with numerous attractions accompanying the journey: “They brought 20 musicians from Baron Handel’s regiment from Jarosław, who played popular national songs when passing through and leaving the station. The locomotive leading the train was beautifully decorated with green twigs and national flags as well as the crests of Lithuania, Ruthenia and the Polish Crown; also along the way, several stations were beautifully decorated with green garlands and festoon curtains. Having got off at the station in Łupków, we greeted the Hungarians, who were already expecting us here with their musical group composed of 10 gypsies”⁷⁶. At the station in Łupków, railroad formations were connected, a smaller number of travellers

⁷⁴ The Łupków Pass is located at an altitude of 640m AMSL.

⁷⁵ Tamże.

⁷⁶ H. Müldner, *Wycieczka przez tunel łupkowski do Mező-Laborcz*, „Czas: Dziennik Poświęcony Polityce Krajowej i Zagranicznej Oraz Wiadomościom Literackim, Rolniczym i Przemysłowym”, nr 144 z 28 VI 1877, s. 1.

passed through the tunnel by train, while the vast majority of them walked from the railroad station, where they listened to Rákóczi March, which, according to the accounts, “... struck everyone like an electric spark”.⁷⁷ After passing through the tunnel, the train passengers were welcomed with an ovation in Mezö-Laborcz and speeches, greetings, Polish and Hungarian folklore games, dances and songs by the Laborec Stream until the very evening. The arriving travellers were also provided with food.⁷⁸ In the evening further attractions were organised, trees were decorated with multicoloured lanterns and a fireworks show was put on, and after 10 p.m. people moved to the locomotive warming room, where a dance party was arranged. After midnight, the travellers made their way back, with more attractions waiting for them along the railroad leading to the Łupków Pass, where “... huge piles of dry trees were set up, which, lit up with torches and tar, illuminated the entire surrounding landscape, which, for those looking from the wagon, had an unspeakable appeal”.⁷⁹ The train returned to Przemyśl at 7 am. The only disadvantage of the trip pointed out by the correspondent was the lack of discounts on train tickets for travellers from different parts of Galicia who went to Przemyśl where the trip started. The described tourist event was not a cyclical attraction; however, as was emphasised, it was intended to be repeated by the railroad administration, which, combined with the postulated reduction of railroad ticket prices, was supposed to attract “crowds of people from different parts of Galicia”.⁸⁰

Holiday and Health Resorts

In addition to scientific, sightseeing, social and hunting motives, the development of tourism in the Bieszczady Mountains was associated with the health benefits of these mountains, fresh air that is health-promoting, forests and mineral-rich healing waters. Mineral springs, which have been used by the local people for centuries, have become the local attraction, a magnet that has attracted travellers looking for places where they would find relief, recuperate poor health or make new friends. The beginnings of the organization of Bieszczady holiday and health resorts date back to the 19th century, when the trend for relaxation stimulated to people to benefit from the blessings of nature, and primarily from the health properties of the mineral waters and local rivers. The springs, originally used only lightly, started to be seen as a potential means of popula-

⁷⁷ Tamże.

⁷⁸ Tamże.

⁷⁹ Tamże.

⁸⁰ Tamże.

risation, making Bieszczady's villages more attractive and, at the same time, engaging for tourists, holidaymakers and patients. This was connected with the slow development of the necessary facilities and infrastructure, including the securing of mineral water extraction sites, the foundations of bathing baths, the baths and the creation of specialised treatment facilities. The first investments of this type were located on the fringes of the Bieszczady Mountains, in villages that were much more easily accessible for an average tourist rather than in isolated settlements, hidden among high and wild mountains. Examples of such facilities could be found in Uherce and Kulaszne.

Uherce, located on the route connecting Lesko and Ustrzyki Dolne, like a few of the villages of the Bieszczady Mountains, was described in a fairly comprehensive newspaper advertisement⁸¹ that praised Uherce as an attractive place for visitors, especially for those who wanted to find peace and improve their health. Its location, described in literary language, was meant to present Uherce as a nearly idyllic place, beautifully situated in the Olszanka Valley surrounded by green hills: "A beautiful plain, surrounded by an amphitheatre of mountain ranges, and in the middle divided by the River Olszanka flowing into the River San, this place is very pleasant to the eye. From the south, the misty Bieszczady, on a backdrop of mountain ridges, leans out its earnest forehead and the neighbouring hills, with many cracks robed in green vesture or dark coat made of forests, seem to create this view not wild, but mellifluously dreamed. The high road, with its constant movement, populates this nice retreat. In the middle of the plain, outside the River Olszanica, Uherce is situated, ornamented with green trees from all over, sticking out from between the houses".⁸²

In the description of Uherce, among the tourist attractions described for the visitors were a beautiful "gracious" brick palace, a "Ruthenian Orthodox Church", as well as, a little too idealistically, a parish church with a tower, whose "shape and beauty are unlikely to be found in any other village".⁸³ The spring of mineral water,⁸⁴ discovered and popularised in 1836 by the owner of the village, was said to be the biggest attraction which: "...according to private analysis consists of a predominance of sulphated, nitrated, ferrous-chlorinated and petroleum particles, which seem to have such a significant amount of hydrogen gas that it can be observed in the dew when drawing. In medical terms, these sources deserve special attention; all wounds, skin diseases, heal in the shortest

⁸¹ Wincenty Pol was probably the author of the text, as indicated by the language of the text, the knowledge of the area and the subject matter covered in it.

⁸² P. R. L., *Uherce*, „Gazeta Poranna”, nr 98 z 16 VII 1837, s. 3.

⁸³ Tamże.

⁸⁴ Due to the local springs and bathing baths built, the village afterwards changed its name to Uherce Mineralne.

possible time, in internal disorders, they have the most successful result”.⁸⁵ The local resort was highly popular among the dwellers, who considered its water to be ‘holy’. Besides, its properties were pointed out by others: “Even doctors, who with curiosity visited those places, surprisingly admitted that the waters of Uherce have miraculous power and more and more people from the area of Sanoek come here for a bathe”.⁸⁶ The constantly growing popularity of those local waters forced the owner of the village to build a special well, where mineral water was gathered, and to fund bathing baths. From the spring protected by a well, water was pumped by two pumps. One of them was meant for heating water, the second was used for cold baths. Near the spring, a bathing complex was built, which was endowed with 16 baths to which hot and cold water was provided through the wooden tubes. Two of the baths were made available free of charge for the clergy of the Latin and Greek rites of the diocese of Przemyśl, while one was intended for the poor. In addition, the owner planned to build a residential complex for visitors and to use other local mineral water springs in the future, including nearby discovered ferrous waters that were similar in composition and effect to the waters found in Bardejovské Kúpele. The prospect of the development of Uherce as a holiday village and essentially as a resort was promising: “the pleasure of the place rich with various landscapes, the freshness of the air, the extraordinary cheapness of food and unusual effectiveness of the waters allow to conclude that the resort in Uherce will be well-attended, especially because neither foreign nor domestic springs will be so low-cost”.⁸⁷ Undoubtedly the accessibility of the village, its localisation along the main road connecting Lesko and Ustrzyki Dolne, and a railway line built later on, contributed to the development and popularity of mineral waters in Uherce.

The opening of the Bieszczady Mountains to the world through modern railway lines supported the development of infrastructure, including private investments in tourism and health resorts. Summerhouses and health care facilities were established, in which holidaymakers and patients could relax in a healthy mountain climate and at the same time enjoy the benefits of crystal clear waters. Rivers, streams and springs flowing from nearby mountains became a tourist attraction, safe bathing areas were established by their banks, which bathers could use during summer months. One of the objects created at the western border of the Bieszczady Mountains was a health resort in Kulaszne in which guests were treated with whey from ewe’s milk: “... just a hundred steps from the Szczawne railway station, located in the distance, owned

⁸⁵ Tamże.

⁸⁶ Tamże.

⁸⁷ Tamże.

by Mr Leonard Truskolaski⁸⁸ despite being in the first year of existence, with a few nice and new buildings, enjoyed a large number and variety of guests during the last bathing season; mostly scientists, seeking a moment of peaceful reprieve, for the treatment of impaired lung organs, with the invigorating effect of mountain air, whey from ewe's milk, the forests and bathing in the healthy mineral waters of Oslawa 'because whether your breast hurts or colic is annoying, the fresh air, a walk and the mountain whey from ewe's milk' would help you enjoy a short but well-deserved rest there'⁸⁹.



Fig. 6. The view of Uherce – a lithography by Karol Auer.⁹⁰

The daily press, based on stories delivered by the summerhouses' guests, advertised the advantages of the health establishment by underlining its picturesque location, and tried to pique the interest of potential tourists with various interesting facts about nearby areas, mainly references to famous characters:

⁸⁸ The idea of setting up a health resort in Kulaszne was said to have been put forward by Dr Grzegorz Ziembicki, who promoted the idea to Leonard Truskolaski during his journey with him: "[...] geographical location, climate and almost alpine vegetation qualify this area for the establishment of a health resort which could go into competition with similar foreign facilities, and the absence of which in our country is truly noticeable" (A. Świrski, *Kilka słów o zakładzie żętyczno-leczniczym w Kulasznie*, Lwów 1878, s. 2.).

⁸⁹ A. Idzikowski, *Kulaszne i zakład żętyczny*, „Czas: Dziennik Poświęcony Polityce Krajowej i Zagranicznej Oraz Wiadomościom Literackim, Rolniczym i Przemysłowym”, nr 226 z 3 X 1875, s. 2.

⁹⁰ M. Opalek, *Litografia lwowska: 1822–1860*, Wrocław 1958.

“Kulaszne, a mountain village located in the charmingly beautiful and picturesque valley of the River Oślawa, surrounded by sky-high mountains covered by coniferous forests, not further than three miles from the summits of the Bieszczady [...] is one of those lucky places that Wincenty Pol, the late author famous for his eulogies about Sanok, had visited. Pol had more often stepped in its forest during his hunts – to once again listen to the stories told by count Ksawery Krasicki during evenings in one of the nearby mansions in Kalnica”.⁹¹

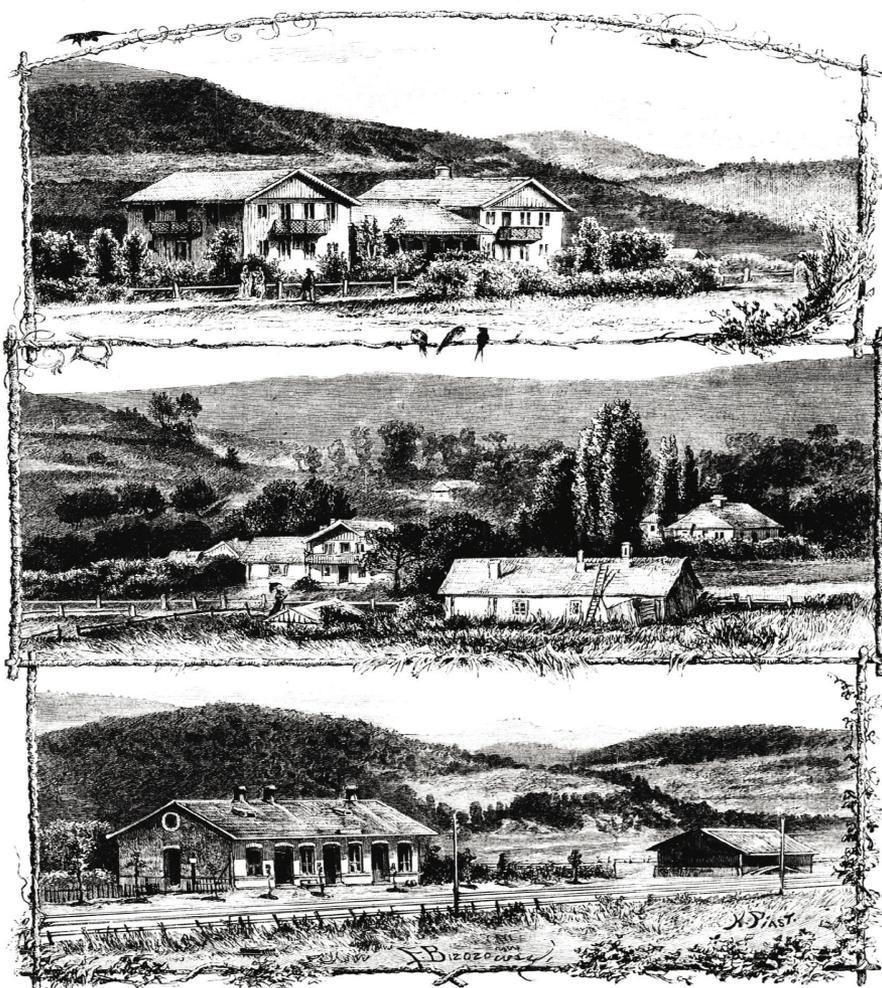


Fig. 7. The health resort in Kulaszne and Szczawne-Kulaszne railway station.⁹²

⁹¹ Tamże.

⁹² Kulaszne w Galicyi, „Tygodnik Ilustrowany”, nr 311 z 10 XII 1881, s. 377.

The reports from the stay advertising the holiday resorts provided basic information on the accompanying infrastructure, the possibility of reaching the place, transportation and communication with loved ones, as well as emphasising the personal qualities of the owners of the health care facilities, e.g. in Kulaszne they advertised: “The convenience of getting to the very place by rail, the presence of the post office, telegraph, cheapness and the owner’s great courtesy would probably meet the needs of those seeking relief and double the number of flats in this health resort, the first of its type in the whole country. However, the large two-winged house currently under construction will increase both the number of the rooms available, and the comfort of the resort in the next year”.⁹³

The later reports were not so favourable to the resort in Kulaszne, as they criticised the sharp mountain air, the lack of places for walks and listening to music, the poor location of the main building, too close to the railway and the shortage of mineral waters, among other things. The method of organization of the local bathing site, the behaviour of the clients, the state of the furniture in the guest rooms, bad service, faulty construction of the buildings causing the wind to blow inside and the overall coldness of the buildings were also criticised. The restaurant in the facility did not win much praise either; it was criticised for its decoration, as well as excessive prices for coffee. The lack of a real pharmacy, a reading room for guests and a decent shop that would provide some basic goods were also stressed. The guests were not exempt from critique either, blamed for their qualities, behaviour towards other social groups, their wealth and their way of spending free time.⁹⁴ Due to its location, the resort was “[...] so far rarely visited”.⁹⁵ While in the year 1877 62 people stayed in Kulaszne,⁹⁶ and this number increased to 97 in 1879,⁹⁷ there was a decline of interest in visiting the resort in the following years, which is confirmed by the statistics: in 1881 31 people stayed there,⁹⁸ in 1882 there were 18 patients,⁹⁹ and

⁹³ A. Idzikowski, *Kulaszne i zakład żentyczny*, „Czas: Dziennik Poświęcony Polityce Krajowej i Zagranicznej Oraz Wiadomościom Literackim, Rolniczym i Przemysłowym”, nr 226 z 3 X 1875, s. 2.

⁹⁴ *Kulaszne. (Z notat podróżnika)*, „Tygodnik Ilustrowany”, nr 311 z 10 XII 1881, s. 380–381.

⁹⁵ F. Sulimierski, B. Chlebowski, W. Walewski, *Słownik geograficzny Królestwa Polskiego i innych krajów słowiańskich. Tom IV*. Warszawa 1883, s. 858.

⁹⁶ A. Świrski, *Kilka słów o zakładzie żentyczno-leczniczym w Kulasznem*, Lwów 1878, s. 9.

⁹⁷ S. Smoleński, *Komisja balneologiczna Tow. lek. Krak.*, „Przegląd Lekarski: Organ Towarzystwa Lekarskiego Krakowskiego”, nr 19 z 8 V 1880, s. 253.

⁹⁸ *Österreichische Statistik. Statistik des Sanitätswesens der im Reichsrathe vertretenen Königreiche und Länder für das Jahr 1881*, Wiedeń 1884, s. 112.

⁹⁹ *Österreichische Statistik. Statistik des Sanitätswesens der im Reichsrathe vertretenen Königreiche und Länder für das Jahr 1882*, Wiedeń 1885, s. 112.

in 1883 there were 21 clients.¹⁰⁰ The unfavourable press, the decline in interest in staying in the resort and the death of the founder most likely contributed to its closure after 1885.¹⁰¹

Summary

The few preserved references to the first trips in the Bieszczady Mountains underline the difficulties that travellers had to struggle with in order to reach various villages, mainly due to the lack of good roads and bridges, as well as an insufficiently developed communication network. The roads that lead to many villages in the Bieszczady Mountains were narrow and uneven, which in difficult weather conditions made relocating rather impossible. An additional problem was the inadequacy of these roads for travel by means of larger horse carts, among other things, due to the need to repeatedly cross large, rushing mountain rivers and streams. The prevailing weather conditions also determined the possibility of reaching selected places on the map of the Bieszczady Mountains at certain times of the year; these problems occurred mainly in the winter and spring. In the winter months, high snowfall combined with snow blizzards and strong winds were able to cover roads and even entire villages for many days, while in spring the melting snow cover significantly raised the level of local waters, as a result of which rivers and streams broke their banks flooding the valleys and the communication routes running alongside them. The weather conditions also impacted animals living in the Bieszczady, as during the long and harsh winters the local game would look for food near human settlements, thereby creating a potential risk for all people outside. The hotel infrastructure was poorly developed, accommodation and board could only be found in roadside village inns, or, depending on social background, in local manors, mountain huts and forester's lodges. In a slightly later period of time, in the nearest vicinity of the main communication routes, for example in Kulaszne, the first hotels and health resorts were established.

The accounts and descriptions of the first travel in the area also make it possible to outline the motives of the first travellers who made their way through the Bieszczady wilderness; they were mainly social, sentimental, scientific, research and religious expeditions. Besides that, the first tourist trips to the mountain summits, hunts and hunting trips were organised back then. The creation

¹⁰⁰ *Österreichische Statistik. Statistik des Sanitätswesens der im Reichsrathe vertretenen Königreiche und Länder für das Jahr 1883*, Wiedeń 1886, s. 112.

¹⁰¹ M. Urbanik, A. Rzepliela, *Galaktoterapia w zapomnianym galicyjskim uzdrowisku Kulaszne*, „Medicina Internacia Revuo” 2019, t. 28 (113), s. 209.

of the First Hungarian-Galicia Railway significantly opened up the western and northern parts of the Bieszczady Mountains to travellers and holidaymakers, giving them a quick and efficient way of getting to many places, for which the previous journey required a lot of preparation. The railway line also became a kind of catalyst for the development of tourist infrastructure, with the creation of summer resorts, health and spa facilities, and was a window for emerging mass tourism. The management of the railway organised special mass tourist trips from Przemyśl to Medzilaborce, during which the travellers got to know the area of the Bieszczady Mountains, and at the same time, they could enjoy participation in various accompanying events. Selected accounts presented in the article outline a picture of the beginnings of tourism in the Bieszczady Mountains, which started in the 19th century and provided a basis for exploring these mountains in later periods of time.

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„Tam granica świata”. Początki turystyki w Bieszczadach Zachodnich w XIX wieku*Streszczenie*

Artykuł uzupełnia lukę w stanie wiedzy o historii turystyki w Bieszczadach Zachodnich, prezentując jej początki w XIX w. Teren ten był rzadko odwiedzany i choć nie postrzegano go jako atrakcyjnego, początki turystycznej „eksploracji” sięgały XIX w. Analiza opiera się na relacjach pamiętnikarskich, wspomnieniach, artykułach prasowych oraz pierwszych przewodnikach turystycznych. W zachowanych relacjach Bieszczady jawią się jako dziki, nieprzystępny obszar, pozbawiony infrastruktury drogowej koniecznej dla podróżnych. Bieszczadzkie bezdroża pokonywano z pobudek sentymentalnych, towarzyskich, handlowych, religijnych i zdrowotnych, początkowo pieszo bądź konno.

Słowa kluczowe: Bieszczady, turystyka, historia turystyki, pamiętnikarstwo, podróż