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The MEDITERRANEAN LANGUAGE REVIEW is an interdisciplinary peer-reviewed forum for the investigation of language and culture in the Mediterranean, South-Eastern Europe and the Black Sea region. The editors of this periodical welcome articles, reviews, review articles and bibliographical surveys in English, French, German, Italian and Spanish relating to the following aspects of Mediterranean languages, past and present:

- linguistic contact and diffusion in the Mediterranean and Black Sea area, its hinterland and the Balkan Peninsula;
- interaction of language and culture in the region; cases studies of linguistic relativity; culturally determined language behaviour;
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IV

Urban Streetscapes in Albania The Street Names of Tirana, a Preliminary Report with Special Emphasis on the Italian Influence until 1944

Monica Genesin (University of Salento) & Joachim Matzinger (Austrian Academy of Sciences)*

1

The following paper is a preliminary report on the research about the role that street naming has played in the urban streetscapes of the Albanian cities. On this occasion we will limit ourselves to the case-study of the Albanian capital Tirana, both because of the relatively greater amount of information available so far for this largest settlement in Albania, and because of the semiotic value that these changes of odonymic character have assumed in the capital, given the representative role of Tirana for all Albania. Another limitation refers to the time frame, which ranges from Albania's independence in 1912 to 1944, the beginning of communist rule. Landry & Bourhis in their seminal work¹ make a distinction between the informational and the symbolic functions of linguistic signs in public spaces, a distinction which is also relevant in odonymy. As Bouvier (2007: 25–26) notes, it is necessary to distinguish on a conceptual level between two different typologies:

- Les toponymes descriptifs, qui disent des caractéristiques et plus largement un usage des lieux et qui, pour cette raison, peuvent être appelés des toponymes d'usage: par exemple rue Etroite, rue de la Verrerie [...]

– Les toponymes commémoratifs et/ou symboliques, qui peuvent avoir un rapport de proximité avec les lieux aux quels ils sont affectés, mais qui sont déconnectés de leur référence spatiale.

The former refer to odonyms that reflect specific characteristics and often have an orientational value, while the latter are not anchored to precise spatial references, but are placed in a symbolic sphere, linked to events and people who have played a role in local, regional or international history. Bouvier 2007: 26 notes that it is not always easy to distinguish between odonyms that have a purely descriptive character

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^{*} Paragraphs 1 and 4 by Monica Genesin, paragraphs 2 and 3 by Joachim Matzinger.

¹ Landry & Bourhis 1997: 25.

and those that have been chosen for their symbolic character, as, for example, the case of Rue des Rosiers attested in a district of Paris since the thirteenth century and linked to the presence of gardens, compared to an identical odonym attested in an area of recent construction and chosen for its purely symbolic and evocative value. On the basis of the fact that place names are not "mere signifiers of 'objective facts' in space, but are embedded into systems of meaning and partake in social and ideological discourses" (Azaryahu 2012: 388), there is a particular interest in this second category of commemorative and/or symbolic toponyms, by the so-called research of "critical toponymy"² that, as Azaryahu (2012: 388) notes, explores "power relations, public memory, identity formation and commemorative street naming." This research interest was initially pursued in the field of social geography and later developed within sociolinguistic studies focusing, in general, on two types of contexts, one related to the colonial legacy of street and square names in non-European areas, the other, instead, to the process of identity reconstruction in some Eastern European countries, particularly after the fall of the communist regimes, such as, for example, Šakaja & Stanić 2018 on the changes which took place in the odonymic nomenclature of streets and squares in the city of Zagreb from 1878 until today, Palmberger 2018 on the city of Mostar, and Marin 2018 on street renaming in Leningrad/St. Petersburg.

2

The history of the names of streets and squares³ in Albania, more precisely in Albanian towns and cities, is a history not written so far.⁴ In fact, it is a history that must take into account several specific historical aspects of the country itself. First of all, the fundamental fact that Albania, after it was conquered by the Ottomans during the 15th century remained part of the Ottoman Empire and its culture for almost 500 years. The Ottoman conquest marked a reorganization, if not a rupture in many socio-cultural areas, including urban structures and the organization of cities. Actually, there were relatively few of them in Albania prior to the arrival of the Ottomans, most on the Adriatic coast, a few in Albania's hinterland.⁵ Before the Ottoman conquest, these cities were organized in the same way as the medieval Christian cities of the upper Adriatic (Dalmatia, Istria); in the case of the Northern Albanian town of *Shkodra* (Italian *Scutari*), fortunately, the city charter was also preserved.⁶

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² Buchstaller, Fabiszak, Brzezińska et al. 2021; Buchstaller & Fabiszak 2021; Rose-Redwood et al. 2018.

³ In the following, the term "street name" is used for all traffic routes in simplified terminology.

⁴ Although scientific treatments of the topic are largely lacking, a relatively large number of articles and commentaries can mostly be found on the internet in various newspapers, magazines, and online forums of which we would like to mention especially Ndreca 2020.

⁵ See the "classic" contribution of Šufflay 1924 and see also Schmitt 2020: 109–115.

⁶ Cf. Nadin 2002. As for the streets within the city, nothing is known about whether they bore specific names. Šufflay 1924: 47 thinks that this might have been the case ("Die alte Sitte,

After the incorporation of the Albanian cities under the Ottoman Empire, the Ottoman urban culture spread into these Albanian cities and shaped their specific character. This Ottoman influence is manifested in their architecture with mosques, tekke.⁷ mektep and medrese (schools), türbe (tombs) and hamam (public baths). Another aspect is the apparent lack of "official" designations of urban streets and squares. One can assume that, as in other Ottoman cities, orientation in the urban area took place through specific "landmarks", i.e. the (central) mosque or some other natural or man-made object (rock(s), bridge, tomb, fountain, etc.). As for the appearance of street names in the cities of Albania, there is a lack of information. Documents up to the beginning of the 20th century do not provide any data in this regard. However, this is not specific to Albania, because also for the other cities of the Ottoman Balkans, one can mostly only speculate and assume that "official" street names, or more precisely the odonymic system as it appears on (modern) maps is a relatively recent achievement. Orientation towards landmarks was the norm and still remains a typical phenomenon of residents of all Albanian cities.⁸ In general, it can be said that the issue of odonymy in Balkan cities, more precisely in those cities that belonged to the Ottoman Empire, is still largely unexplored.

The period of "official" names of streets and squares in Albania therefore seems to begin only at the dawn of the 20th century. In fact, the independent and autonomous state of Albania has existed only since 1912, and it is only since then that state and municipal structures have existed, in whose area of responsibility and authority the assignment of official toponymy falls, including therefore also the official odonymy.⁹

Before dealing with street names in modern times, the question of terminology for traffic routes for the older periods of Albanian shall be presented in a historical perspective. This perspective is derived from the documents of the 16th–18th centu-

Straßen nach den Gewerben, die hier vorwiegend betrieben wurden, zu benennen, war in den albanischen Städten gewiß heimisch. Aber Belege wie für Ragusa ... fehlen hier vollständig." Transl. 'The old custom of calling streets by the names of the trades predominantly practiced there was certainly present in Albanian cities. But evidence like this for Ragusa ... is completely lacking here.').

⁷ In the Muslim world a monastic complex, usually the centre or a settlement of a Sufi brotherhood.

⁸ See some contributions published online, e.g., Rob Cameron, "Tirana: Where the streets have no name", http://news.bbc.co.uk/2/hi/europe/4062429.stm (online since Dec 3, 2004) or the Sy_Shqiponjë blog, "Tirana, where the streets have no name" (https://bit.ly/3ExhSgE; online since Aug 15, 2015). See also Rando Devole's contribution "Albania, Berlusconi and odonyms" under the link: https://www.balcanicaucaso.org/aree/Albania/L-Albania-Berlusconi-e-gliodonimi-142204 (online since Oct 7, 2013).

⁹ At least in modern day Albania, the respective municipalities are responsible for naming public areas (roads, etc.), see the legal regulation in the official law, Ligi no. 9208 of July 31, 2000: Për organizimin dhe funksionimin e qeverisjes vendore, article 32 under the link: https://bit.ly/3MnQYtF).

ries written in Old Albanian (specifically in the Old Gheg dialect). These are almost exclusively theological works, but two dictionaries are also available (the printed Latin-Albanian dictionary by Frang Bardhi and the handwritten Italian-Albanian dictionary by Francesco Maria da Lecce).¹⁰ From these documents, the Old Albanian terminology for the various traffic routes can be elicited. In a further step, these lexical items can be compared with the modern terminology. The following expressions are attested in these Old Albanian texts: *udhë* 'street, road', *shtek* 'path', *rrugë* 'narrow road, alley', *pazār* 'market; square', *pjacë* 'square' and *trek* 'market; market square'.

	udhë	shtek	rrugë	pazār	pjacë	trek
Buzuku 1555	+	+	_	_	+	+
Budi 1618-21	+	+	+	+	_	+
Bardhi 1635	+	_	_	+	_	(+) ¹¹
Bogdani 1685	+	+	+	_	_	+
da Lecce 1702	+	+	+	+	_	+
Kuvendi 1706	+	+	_	(+)	_	_

Table 1: Old Albanian terminology for the traffic routes

This table shows that the usual expression in Old Albanian for a road-type traffic route is the term $udh\ddot{e}$ followed by the term *shtek*, which denotes a small road, i.e. a path. The term *rrugë* appears later with Pjetër Budi. The attestations show that this term, like *udhë*, also designates a street, respectively a road. A semantic difference can be seen in the fact that, in contrast to *udhë*, *rrugë* represents a rather narrow street, an alley.¹² What is interesting, however, are the terms for the square, which

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¹⁰ For an overview of the Old Albanian literature in general see Rusakov 2018.

¹¹ Symbol (+): Attested in metaphorical or in a slightly different semantical meaning.

¹² Cf. the following attestations: Pjetër Budi, Rituale Romanum 232.28: "e me e lulëzuom si

reflect the different urban concepts. In the book by Gjon Buzuku, who lived and worked in Venice and was therefore at home in a Western European type of city, just like the Albanians of Venice for whom he wrote his book (Nadin 2015), we find the expression *pjacë*, which is a borrowing of the Italian term *piazza*.¹³ In the documents of the remaining Old Albanian authors (from the beginning of the 17th century), whose works take into account the conditions of "Ottoman" Albania, the term *pazār* is attested, which is a loan from Turkish *pazar* 'market, market square' (Dizdari 2005: 755–756). Almost all authors, however, use the term *trek*, which denotes the area where trade takes place, the market place.¹⁴

These terms can now be compared on the one hand with the street terminology of the beginning of the 20th century and on the other hand with present-day street terminology. For the beginning of the 20th century, the Albanian-Italian dictionary of 1908 (Gheg dialect) edited by the Bashkimi literary society can serve as a source, which presents the following terminology: p. 503: *Udhe, a,* Via, strada, ..., p. 438: *Shtek e shteg, u,* Sentiero, viaggio, p. 385: *Rruge, a,* Strada, p. 385: *Rrugine, a,* Viottolo, corridoio, p. 385: *Rrugxe, a,* Straduccia, p. 324: *Paxare, i,* Bazar, mercato, prezzo, p. 463: *Treg, u,* Piazza del mercato, contratto and p. 418: *Shesh, i,* Piano, pianura, piazza.

In comparison, modern street terminology as it appears on Albanian city maps is quite limited. In the case of Tirana, e.g., the following terms are used: *bulevard* 'avenue', *rrugë* 'street', *shesh* 'square',¹⁵ see the map of Tirana city center:

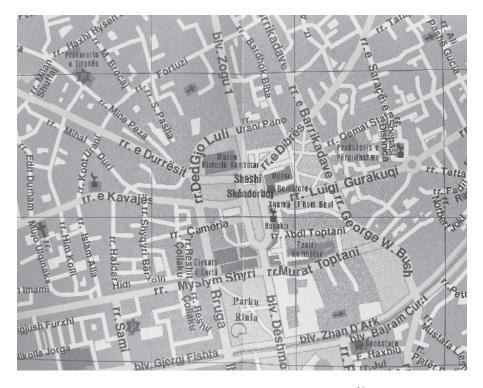
kishëtë e il-teretë e sakërstītë e tyne, ashtu ende gjithë udhëtë e rrugatë e trigjetë" ('and also decorate the churches, altars and their sacristies, as well as all streets, quarters and squares'), Pjetër Budi, Speculum Confessionis 147.19: "tue u pënguom gjithë shtiqetë e rrugatë e mkatevet" ('to prevent all the paths and alleys of sins'), Pjetër Bogdani, Cuneus Prophetarum, 1.3.1.3 "shkonte ndë për rrugat" (original Italian translation by Bogdani: "passando per le contrade"), Francesco M. da Lecce, Dittionario Italiano Albanese, 40v.1881: *calla, contrada stretta*, 62v.2962: *contrada*, 243r.11703: *strada stretta*, 261v.12603: *vicolo*.

¹³ See Jorgaqi 2001: 151. This Italian borrowing also appears in the Albanian diaspora in Italy, taken from the form of the local variety, for example in San Marzano di Taranto in Apulia, where the term //cats:a/ from local Italian *chiazza* is used (see Genesin & Matzinger 2018: 211–212).

¹⁴ Both *trek* and *pazār* refer to an area where commerce takes place, in contrast to the term *pjacë* from Gjon Buzuku (cf. fol. 98v.67: *për gjithë pjacë e tregj* 'for all squares and markets'), which clearly refers to a representative urban open space (i.e. *piazza*, Engl. *square*, Franc. *place*, Ted. *Platz*) which did not exist in Ottoman cities. Also interesting in this context is the testimony of Frang Bardhi's Latin"Albanian dictionary, who struggled to render the terms lat. *platea*, ital. *piazza*. In fact, the lack of such a representative square in Albanian cities led to the translation (99.29) *udha e gjanë e e gjatë* 'wide and long street' which appears alongside the registration (27.15) *pazār* as a translation of lat. *forum*, ital. *piazza* which seems to refer more to a trade area.

¹⁵ For discussion of the etymology of Albanian shesh 'square; plain' see, e.g. Bonnet 1998: 341.

Figure 1. City Center of Tirana with Sheshi Skënderbej 'Skanderbeg Square', various blv. (= bulevard) and rr. (= rrugë); © Tirana 1:10000, Freytag & Berndt, Vienna 2019.



It may be noted that large streets are called *bulevard* 'avenue',¹⁶ although size (i.e., width) is less likely to be a decisive criterion here,¹⁷ and other streets, large or small, are simply called *rrugë*.¹⁸ Finally, the term *shesh* 'square' is used for representative urban open space, as in the case of the central city square.

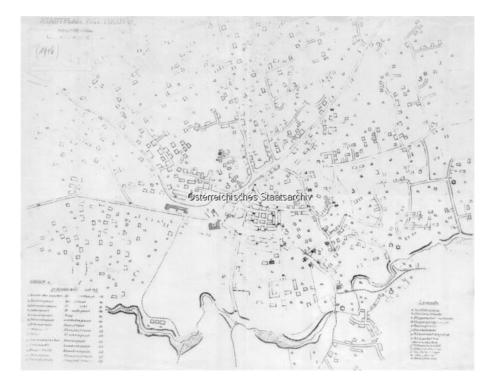
¹⁶ Loaned from French boulevard (Topalli 2017: 266) or perhaps from Romanian bulevard?

¹⁷ While the north-south axis, *Bulevard Dëshmorët e Kombit* 'Avenue of the Martyrs of the Nation', does indeed represent a large traffic area, the boulevards running along the Lana River are relatively narrow, two-lane traffic routes.

¹⁸ There is no use of the diminutive *rrugicë* (cf. the German differentiation between *Strasse* 'street' and *Gasse* 'alley'). What is also striking is that the term *udhë*, which was the general term in Old Albanian, no longer has any meaning in modern street terminology. The situation is different, for example, in the aforementioned case of San Marzano di Taranto in Apulia (see footnote 15), where due to an initiative to mark street names bilingually in Italian and in Albanian, the Italian term *via* 'street' is rendered with the Standard Albanian term *udhë* (the form of the local Albanian dialect is instead /'ud:a/!), see Genesin & Matzinger 2018: 2.

Finally, urban cartography in Albania initiates at the beginning of the 20th century. Concerning the capital Tirana,¹⁹ the first city map appears in 1916 in the scale 1:3500.²⁰ It presents a small list of street names in the lower left corner, all in German, but it seems without clear reference to the map itself.

Figure 2. Map of 1916 (Österreichisches Staatsarchiv, sign. AT-OeSta/KA KPS KS G I B, 201, https://www.archivinformationssystem.at/detail.aspx?ID=1423910).



Soon after, in the following year 1917 another, graphically better map of the city was published. This too was designed by the Austrians, precisely, by the army.²¹ This map (scale 1:5000) is interesting because it works with landmarks, mainly buildings housing public facilities (prefecture, schools, and especially several mili-

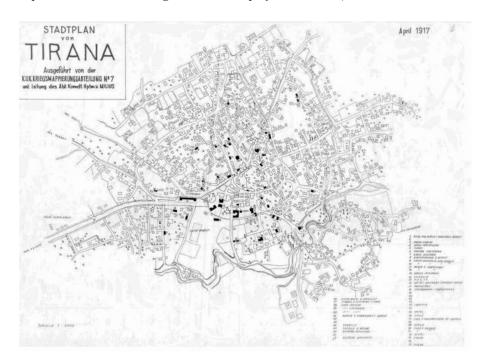
¹⁹ Since 1920, decided at the constitutional congress in Lushnja (see Elsie 2010: 88-89).

²⁰ The exact date of the creation of this map seems to be unknown. Information about this first phase (1916–1918) of surveying the city and regulating it under Austrian occupation can be found in Shkreli 2010: 22–26, Aliaj & Lulo & Myftiu 2004: 27–41, Dhamo et al. 2016: 16–18, Kera & Pandelejmoni 2020: 407–413.

²¹ Made by the k.u.k. Kriegsmappierungsabteilung N° 7 (= office of war maps).

tary facilities such as the military hospital). Altogether, there are only three odonyms recorded on this map that are probably second-hand, because they are Albanian names:²² *Sheshi Skenderbej*, *Rruga Dibres* and *Rr. Shkodres*.

Figure 3. Map of 1917 (Adolph Stiller, Tirana. Planen, Bauen, Leben [= Architektur im Ringturm XXII]. Salzburg/Wien: Müry Salzmann Verlag: 10, http://www.vidiani.com/large-scale-old-map-of-tirana-1917/).



The next map to be mentioned dates from the year 1921 (*26 Mars* "March 26") and was published by Skënder Frashëri in Tirana.²³

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²² The literature does not seem to provide any information about the circumstances of the creation of this map.

²³ At the time of writing, no information about the exact circumstances of the creation and publication of this city map can be found in the literature.

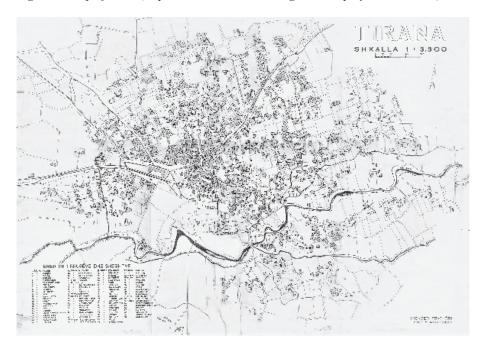


Figure 4. Map of 1921 (http://www.vidiani.com/large-old-map-of-tirana-1921/).

This map (scale 1:3300) finally contains an index of street and square names (*Emërtimi i rrugëve dhe shesheve*), a total of 90 entries, including 83 streets (*rrugë*), 6 squares (*shesh*) and 1 market place (*treg*), as can be seen in the enlarged section below:

Figure 5. Index of street and square names (Map of 1921) (http://www.vidiani.com/large-old-map-of-tirana-1921/).

		EMËRTIMI	1	RRU	GËVE D	H	Ξ 9	HESHE	ΞV	'E		
1. R	RUGA	KAVAJËS	24	RRUGA	MUZAKËS	47. F	RUGA	KOMANDËS	70.6	RUGA	FARKËS	
2.		DURRËSIT	25		FARKËTARVE	48.		MËSUESIT	71		TABAKVE	
3.		VOGËL	26		28 NËNDORIT	49.		KAZANIT	72 :	SHESHI	RRAPEVET	
4.		KRUJËS	27		HASRAVET	50		GJETHEVE	73 1	RRUGA	JEVGJËVE	
5.		VROMI QOKUT	28	SHESHI	PAZARIT	51.		BUKBAMSVE	74		MYEZINIT	
6.		VERI-PERËNDIMIT	29	RRUGA	RE	52		VIJËS	75		KANDIT	
7.		TOPIJAS	30		KËPUCBAMSVET	53		SHEHUT	76		KODRËS	
8.		KAMBANËS	31.		TELLALLIT	54.		HOXHA TASIM	77.		URISË	
9.		KISHËS	32		MILLIT	55.		MULLAHIT	78		HOXHE VOSHIT	1
10.		ALI BEUT	33		GURMIT	56.		BAMIT	79		ELBASANIT	1
11.		200	34	TREGU	KRYPËS	57.		MYFTIUT	80		LIVADHEVE	1
12		HAXHI JASËS			PRUSVET	58.		KOKONOZIT	81.	SHESHI	SKENDERBUT	7
13,		BRAKES	36		RROBAGEPSEVE	59		TRANDAFILAVE	82		SHQIPTARVE	
14.		LUMIT	37.		FARKËTARËVE	60,		MOLLEVE	83,	RRUGA	KANDIT JUGOR	1
15.		KODRËS KUQE	38		ARGJENDIT	61.		SMUNJETORES	84		SHESHIT USHTRIMIT	>
16.		BERRAVE	38. 39.		PAZARIT	62.		MOJSIUT	85.		GJELLTORES POPULL	OR
17.		VERIUT	40.		TRISHIT	63,		DERVISHIT	86.		TEQES	
18.		DIBRËS	41.		SHKABËS	64.		ZAJMIT	87.		LANËS	
19.		MBRETNESHES DONIKA	42.		KATUNDARIS	65.		SHKURT	88.		SPAHIUT	
20.		SHPATËS	43.		SHKOLLËS	66.		VATHIT	89.		AEROPLANAVE	
21.		KATROSHIT	44.		QEVERIS	67,		GELIKUT	90,		MULLINIT	3
22		KOLONJES	45	SHESH	SUNDIMTARVE	68.		VAJIT				1
23		FIQVET	46		SULEJMAN PASHES	69		SHENGJERGJIT				

This map includes, with regard to the classification of odonyms, both orientational (or descriptive) street names and commemorative street names. However, it is noted that the orientational street names are in the majority, of which e.g. N° 9 *rruga kishës* 'church street', N° 14 *rruga lumit* 'river street' or N° 30 *rruga këpucbamsvet* 'shoemakers' street' can be mentioned here. This category also includes those odonyms which indicate their point of destination: N° 1 *rruga Kavajës*, N° 2 *rruga Durrës*, N° 4 *rruga Krujës*, N° 18 *rruga Dibrës* and N° 79 *rruga Elbasanit*. The number of commemorative names is lower, of which only No. 54 *rruga Hoxha Tasim*²⁴ needs to be mentioned here, since it is a constant in urban toponymy, as will be seen. The central square of the city bears the name of Skanderbeg, i.e. N° 81 *sheshi Skënderbeut*.²⁵ At the present state of knowledge, it is not possible to say when, by whom and under what circumstances these odonyms were assigned. The question remains whether some of these names had already been in use for some time, or whether they are largely names assigned top-down, precisely during the phase of Tirana's urban restructuring.²⁶

An interesting aspect is offered by the following 1930 map of the city, taken from a travel guide to Albania by Léon Rey. At the time of December 1928 Albania is already a kingdom with King Zog as regent, but with close contacts with Italy. This Albanian monarchy is also visible in the odonymy of Tirana,27 which refers to the ruling house of King Zog (thus *Bulevard Zog I, Rruga Mbretnore, Rruga Mbretneshë Nanës*). But, the map also anticipates to some extent the later Fascist nomenclature. This is reflected in the fact that *Rruga Kavajës* is listed as *Bulevard Mussolini*.²⁸

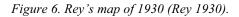
²⁴ Hasan Tahsini (1812–1822) was an Albanian scholar working in Istanbul, among other things, as rector of the first Ottoman university (see Elsie 2010: 436–437).

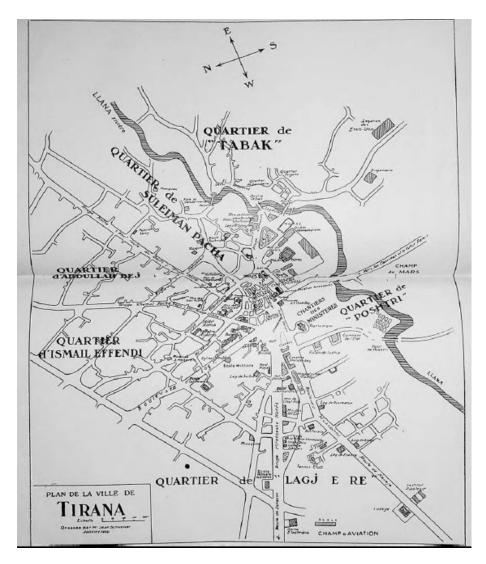
²⁵ Incorrectly listed in the index as Skënderbut.

²⁶ Some data on street naming in the period before the Fascist occupation can be found in Mëhilli 2014: 76–85. According to the information presented in this book these designations were assigned by the municipality (*Bashkia*) of Tirana.

²⁷ In addition to the street names shown on the city map, the following streets are also mentioned in the scrolling text of the city description: *Sheshi Scanderbeg, Sheshi i Tregut, Rruga e Abdi-Begut, Rruga e Dibrës, Rruga 28 Ndanduer, Rruga e Komandës, Rruga Tabak, Rruga Carnavon, Rruga e Dukagjinit, Rruga Kotta.*

²⁸ Cf. Bashkia 1937: 30 ("... në vitin 1928–1929 u zgjanue dhe sistemue Boulevard Mussolini që u ba nji nga arteret ma kryesore të Kryeqytetit i cili në vjetet 1937–1938 u asfaltue." Transl. 'In 1928–1929, Bulevard Mussolini was widened and arranged. It became one of the main arteries of the capital and was paved in 1937–1938.').





Tirana was completely transformed by Italian architects so that it could assume its role of capital city, as deliberated in 1920 by the Constitutional Assembly (Pallini Scaccabarozzi 2014: 192 ff.). The other urban centers were to develop according to

precise functions:²⁹ Durazzo a city-port with a bathing area; Saranda, the small port opposite Corfu in the extreme southern part of Albania was reconceived as a seaside resort and renamed Porto Edda (1940; see Elsie 2010: 396). The urban layout of the capital Tirana underwent a radical reorganization (Pallini & Scaccabarozzi 2014: 197) overseen by several Italian architects, Armando Brasini (1924–1925), Gherardo Bosio with Ivo Lambertini and Ferdinando Poggi (1939-1943), who worked within the Central Office for Construction and Urban Planning. The various projects included a large central avenue on which, from 1931 onwards, government ministeries would be built and from which fanned out the streets that connected the urban core with the outskirts of the city. In April 1939, before the outbreak of World War II, Albania was occupied by Italian troops and in June of that year the Albanian Parliament was replaced by the Fascist Grand Council. The crown of King Zog, who fled at the arrival of the Italian army, was offered to Vittorio Emanuele II who assumed executive power. This conquest represented the crowning of a long pursued objective to strengthen the role of Italy in the Balkans, also in consideration of the increasingly important role assumed by Germany on the Balkan-Danubian chessboard. The interest in penetrating beyond the Adriatic had its roots in the liberal era and was aimed at strengthening the Italian presence through economic, financial and commercial penetration. Great attention was also paid to the cultural aspect through propaganda and penetration into the school system in order "to implant the Fascist educational and cultural model at any cost in view of a conquest of the country that was believed to be inevitable".³⁰ The diffusion of the Italian language was significantly strengthened through a law issued in 1933 that made the teaching of this language compulsory in all schools of the Albanian kingdom. Action on the urban level was also intense in order to give a new face to the main Albanian cities (Basciani 2012: 94), in line with the aesthetic and cultural models typical of the Fascist regime.

4

The incorporation of Albania into the Fascist Empire had multiple consequences and is reflected, among many other things, also in the odonymy of Albanian cities, which were redesigned through a top-down process. The goal of this renaming is, of course, the visibility of the new government in Albania. This very aspect is evident in the 1940 map of the city (scale 1:15.000), placed as an insert (between pages 152 and 153) of the volume Albania published by the Cosociazione Turistica Italiana in the "Guida d'Italia" series, of which Sestilio Montanelli was the director (Montanelli 1940).

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²⁹ Cf. Shkreli 2010: 26ff., Godoli & Tramonti 2012, Pallini & Scaccabarozzi 2014, Dhamo et al. 2016: 14ff.

³⁰ Basciani 2012: 92 ("... di impiantare a ogni costo il modello educativo e culturale fascista in vista di una conquista del paese che si credeva ineluttabile.").

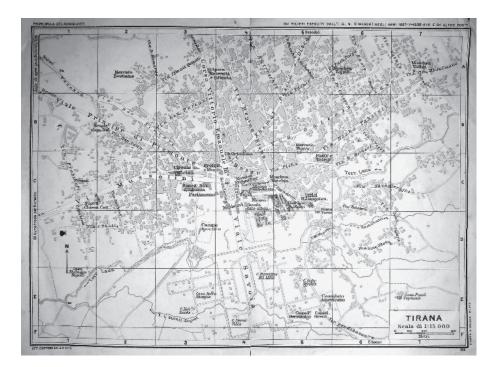


Figure 7. Map of 1940, supplement to the "Guida d'Italia: Albania" (original size $19.5 \text{ cm} \times 14.5 \text{ cm}$).

This map of the city of Tirana is very different from that of 1921, because of the completion of the road network that had been realized in the meantime. This gradual transformation, which began in 1923,³¹ finds one of its most visible expressions in the construction of the great north-south axis, at the center of which is Skanderbeg Square (*Piazza Scanderbeg*).³² Since this axis was to assume a representative value for a new empire, it is natural, in line with the designations of the time, that it should also bear the name of the sovereign. And so the street which runs north of Skanderbeg Square is therefore called: *Corso Vittorio Emanuele III*. The adjacent part to the south bears the name of the same reigning house: *Viale Savoia*. In both cases these are new street names which do not replace previous denominations; in other cases, however, there are also commemorative redenominations that make crystal clear

³¹ For the history of this transformation, see Dhamo et al. 2016: 14-55.

³² The events of Tirana as a capital city are described by Dhamo et al. 2016: 14–55, Gresleri 2019.

Albania's affiliation to the Fascist empire and honor important figures, including the Duce (Fascist leader) Benito Mussolini:

Tirana 1940	Tirana 1921/1930
Corso Vittorio Emanuele III	Bulevard Zog I
Via Regina Elena	Rruga Mbretnore
Via Principe di Piemonte	Rruga Mbretneshë Nanës
Via Mussolini ³³	Rruga e Kavajës
Via Galeazzo Ciano	Rruga Kotta

Table 2. Changes in principal street names in Tirana between 1921-1940

Figure 8. Postcard dated 1930 circa with a view on the "Bulevardë Mussolini" (Bakiu 2000: 50).



33 In the text of the guidebook (p. 153) it is called instead *Viale B. Mussolini*.

In the odonymy of Tirana, not only changes occur,³⁴ but also some constants in naming can be observed, such as: Hoxha Tahsinit Street (*Rruga Hoxha Tasim* in the 1921 map) and November 28 Street (*Rruga 28 Ndanduer* in the 1921 map).³⁵ It is interesting to note that King Zog's name has disappeared from the odonymy, but that of his father Xhemal Pasha Zogolli (see Elsie 2010: 498, Fischer 2012: 1–4) has remained unchanged in *Via Xhemal Pascià* (Xhemal Pasha Street). What is striking about the 1940 city map is the inconsistent notation of street names. In addition to purely Italian spellings, Albanian spellings appear (*Via Ismail Qemali, Via e Zhabës*) and "mixed forms" such as *Via Xhemal Pascià* (in Albanian orthography *pasha*). Other orientational odonyms which have remained unchanged include *Via Elbasan*³⁶ and *Via Scutari*.³⁷

In the context of urban streetscapes studies, the question of odonymy and its orientational and commemorative function presents interesting aspects. Especially in those European contexts where street names have a long tradition, their historical development can be traced and, in many cases, thoroughly analyzed thanks to an abundant documentation. In the case of Albanian cities, however, the situation is much more difficult. The cities of Albania have been shaped by the long Ottoman³⁸ cultural influence, consequently the names of the streets have a reduced importance because the orientation, usually, is made through "landmarks", as is still the case today in many places in the world. Another element that complicates the Albanian case is, on the one hand, the fact that there are only a few city maps that can be used as research material and, on the other hand, that there is no obvious documentation at all accessible on the historical-administrative processes that explain the naming of streets, roads and squares between 1917/1921, until the incorporation of Albania into the Fascist empire.³⁹ It remains to be seen if there are useful documents in the Albanian and Italian archives waiting to be analyzed and evaluated. For the time being, it is only possible to sketch, in a rudimentary way, the changes that occurred in the urban streetscape of the Tirana odonymy and to make minor remarks in relation to the years between 1921, 1930 and 1940:

³⁴ It would be interesting to understand if the changes in odonymy have been accepted in the daily communication of the residents, or if the old names have continued to be used in daily communication. This question is a matter of oral culture and, given the number of years that have passed, it will no longer be ascertainable, unless written records (literature, publicity) exist somewhere.

³⁵ It should be noted that the most important constant in Tirana's odonymy is the naming of the central square, which, despite all the (political) changes, has always been known as Skanderbeg Square or, in Albanian, *Sheshi Skënderbej*.

³⁶ In the map it is Str. per Elbasan, in the text of the guidebook, however, it reads Via Elbasan.

³⁷ It is noted on the map as *Vecchia Via per Scutari* (Old Shkodra Street). Other orientational names on this map include: *Via Shingjergjit, Via Cimitero Musulmano* or *Via Tabakvet*.

³⁸ This observation also applies to other cities of the Balkans once subject to the Ottoman Empire.

³⁹ At least at the present time when this contribution was written during the time of a global pandemic.

— In 1921, orientational street names predominate. Commemorative street names, on the other hand, are few and refer to local or national Albanian personalities (e.g. Hoxha Tahsin).

— In 1930, there was already an increase in commemorative street names, reflecting the new political conditions in Albania. The ruling house of the time finds its mention (e.g. *Bulevard Zog I*).

— In 1940, Albania enters a new phase of its history with the occupation by Fascist Italy, an occupation that is also reflected in the odonymy. The traces of the past are largely erased and the new power relations are made visible in the map. Due to the fact that Tirana was neither a very large nor a city undergoing significant expansion, the conditions for a far-reaching renaming or fresh naming of streets were relatively limited. Nevertheless, the Italian royal family and the Fascist Duce found their way into Tirana's odonymy.⁴⁰

This examination constitutes a first attempt to deal with a subject that, for the Albanian area, is still largely unexplored. The specific history of Albania, characterized by profound socio-political changes (Ottoman Empire > Independence > Kingdom > Fascist Occupation > Communist Regime > Democracy) that have occurred in the last hundred years, is also reflected in the street names. Therefore, research in this field must be intensified, especially through long and laborious archival work, provided, of course, that the material is available and that access is guaranteed.

⁴⁰ According to the maps of the cities of Durrës, Shkodër, Korçë and Vlorë included in the Guide of Albania of the Cosociazione Turistica Italiana (1940), the Italian king Vittorio Emanuele III was honored in these cities with the dedication of a street.

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