

and how it affects communal perspectives on regional development. These concepts are closely tied with the difficulties that late nineteenth-century Germany had in projecting its own conception of *Heimat*, or homeland, into the Alsace-Lorraine region. The introduction of geography into the region's German educational curriculum was seen as one remedy. It was thought that the concept of *Heimatort*, or hometown, would allow students to identify with their own unique village or town while at the same time conveying the idea of being a part of both a unified region and a greater, national whole.

In Chapter 5, "Maps for Movement," Dunlop brings us to the Vosges Mountains and to their role in the push and pull between French and German culture and nationalism. More than just a physical feature in the landscape, or a potential national boundary (as it was between 1871 and 1918), the Vosges were frequented by both locals and visitors from afar. These ramblers were encouraged by materials produced both by "citizen mapmakers" and organizations that produced maps of walking or hiking trails that often featured tranquil, scenic views.

It occurs to me that this well-established practice of hiking through the region—with its clubs, formal routes, and organized walks in the Vosges Mountains—was quite possibly a precursor to the modern-day *Volksmarch* organization. These days, *Volksmarch* participants receive a medal for completion of their chosen distance, and I highly prize the *Schloss Neuschwanstein* medal from the *Volksmarch* event in which I participated during the late 1970s.

The bucolic atmosphere takes a turn, however, with the advent of World War I. In that conflict, the Vosges Mountains saw almost constant fighting and many destructive battles. After the war, however, both the French and German citizenry of the region banded together to repair the landscape, memorialize the battlegrounds, and provide special access to the battlefields—which were already being visited by thousands of people. Dunlop refers to the area as a "martyred landscape."

Chapter 6, "Visualizing Strasbourg," introduces us to Strasbourg—the regional capital of Alsace-Lorraine—and to its central role in the territorial dispute between France and Germany. Strasbourg was built at the confluence of several ancient Roman roads where they crossed the Rhine River, another major regional thoroughfare. Dunlop particularly notes the role of the Cathedral of Strasbourg,

which provides impressive views of not only the city but of the entire region and beyond. Strasbourg Cathedral was deemed the tallest building in the world from 1647–1874, and has an observation deck upon which visitors can stand and peer around with awe: east to the Black Forest deep in Germany, south as far as Switzerland, and westward toward France and the Vosges Mountains.

The Rhine River and the city of Strasbourg served as a bulwark that the French frequently defended, and the city, which suffered frequently in battle, was depicted on maps as a fortress. Nonetheless, there were times when French and German governing bodies worked together, as when Napoleon III and leadership from the German state of Baden completed a bridge over the Rhine River for expanding railway lines.

The "trend toward fluid borders," as Dunlop phrases it, came to a halt from 1871 until 1918, when Strasbourg was handed over to exclusive German rule as a result of the 1870 Franco-Prussian War. During the war, the Germans had ruthlessly shelled civilian targets throughout Strasbourg, but once the city surrendered, the German army itself, as well as an influx of German civilians, brought on a program of rebuilding and expansion. This did not, however, unite the indigenous Alsatians with the invading Germans, who not only occupied the area as conquerors, but made their homes in Strasbourg, changing the city's appearance with new construction that was definitively German. It was only after 1910 that Alsatians were again able to have a say in the construction of new buildings, and to slowly put a halt to the German stamp that was pressed on the city over the four preceding decades. The concept of a regional *Heimat* was once again brought into play, albeit briefly, to return Strasbourg to its former uniqueness.

Once again, however, violent conflict put a stop to progress with the start of World War I. Afterwards, the region having returned once more to French control, the people of Alsace-Lorraine were able to again work together toward their future: concentrating on port development along the Rhine River and establishing a permanent French foothold in the region. Although World War II again brought destruction to Strasbourg, I recall passing through Strasbourg in the early 1960s, by which time the ravages of World War II had been repaired. The city was once again bustling with industry and had regained its position as a major port on the Rhine.