



ITALY

FROM THE ALPS TO NAPLES

ABRIDGED HANDBOOK FOR TRAVELLERS

BY

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WITH 93 MAPS AND PLANS

THIRD REVISED EDITION

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	Days
<i>Parma</i> (p. 125)	1/2
<i>Bologna</i> . Excursion to <i>Ravenna</i> (pp. 129, 137)	2
<i>Pisa</i> (p. 163)	1/2
<i>Florence</i> (p. 169)	5
<i>Sienna</i> and <i>Orvieto</i> (pp. 214, 230)	2
<i>Perugia</i> and <i>Assisi</i> (pp. 226, 227)	2 1/2
<i>Rome</i> and environs (pp. 236, 363; comp. pp. 246, 247)	14
<i>Naples</i> and environs (pp. 337, 419; comp. p. 392)	10

To these 53 days 8-14 more should be added for railway travelling and contingencies. It is needless to say, however, that all these points of interest should not be combined in a single trip. The fewer the places the traveller visits the deeper will be the impression he carries away.

Health. Travellers from the north require to modify their habits to some extent in Italy. They should specially be on their guard against sudden changes of temperature. In spring and autumn they need hardly wear lighter clothing than in England. In the height of summer they should avoid excessive exposure to the sun and they may wear coloured spectacles with advantage. In winter, as there is a great difference between the sun and the shade temperatures, an overcoat, though perhaps unnecessary out-of-doors, will often be needed on entering cold churches and galleries; on warmer days it is also advisable to drive to such places and walk back, in order to get warm again. Sunless rooms facing N. should be avoided in winter, and a sufficiency of bed-clothes should be stipulated for. Moderation in diet should be observed. Cheese, fruit, macaroni, and some of the greasy Italian dishes should be sparingly partaken of. Oysters and raw shell-fish of all kinds, particularly at Naples and Venice, often cause typhus fever. Although the larger cities have a good water-supply, the traveller should be on his guard against bad drinking-water. The safest drink is the red wine of the country or mineral water. Lastly, a word of warning against hurry, as over-exertion often brings on the illnesses from which travellers in Italy suffer. At the first symptom of indisposition all excursions should be given up, and, if need be, a physician consulted.

From July to the beginning of November *Malaria* or intermittent fever is prevalent in remote districts of the Roman Campagna, the W. environs of Naples, around Pæstum, and other marshy districts. The infection is communicated by a kind of *Mosquito* (*Anopheles claviger*), which becomes active towards the end of June, and is specially dangerous towards sunset and at night; cities, however, are almost entirely immune. Other mosquitoes (*zanzare*), though not carriers of disease, are a decided nuisance in summer and autumn. Windows should be closed before the room is lighted up, and the bed should be protected by mosquito-curtains (*zanzariere*; usually ready fixed). A weak solution of carbolic acid allays the irritation caused by the bites.

C. Routes from England to Italy.

By RAILWAY.

The following are the chief routes from *London* to *Milan* (through-carriages from the Continental port, unless otherwise stated). Fares are subject to frequent alterations. — Travellers are strongly recommended to insure their luggage (at any of the tourist agencies or on application at the railway booking-office).

(1) Via Calais, Laon, and Berne, 794 M., by the Anglo-Swiss-Lötschberg-Italian Express daily in 23 hrs. Fares 7*l.* 10*s.* 1*d.*, 6*l.* 4*s.* 9*d.*; return-ticket (valid 45 days) 13*l.* 4*s.* 9*d.*, 9*l.* 9*s.* 1*d.*

(2) Via Calais, Laon, Bâle, Lucerne, and the St. Gothard Tunnel, 842 1/2 M., by the Anglo-Swiss-Gothard-Italian Express daily in 22 3/4 hrs. Fares as above.

(3) Via Calais, Paris, and Lausanne, 806 1/2 M., by the Simplon-Orient Express (train de luxe, supplementary fare payable) daily in 25 hrs. (7*l.* 6*s.* 1*d.*) and the Direct Orient Express in 27 hrs. (fares as above).

(4) Via Boulogne, Paris, the Mont Cenis Tunnel, and Turin (change), 874 M., by the Rome Express (train de luxe) daily in 27 hrs. (supplementary fare payable). Ordinary fares 7*l.* 12*s.* 6*d.*, 5*l.* 5*s.* 6*d.*; return-ticket (valid 45 days) 13*l.* 7*s.* 5*d.*, 9*l.* 10*s.* 6*d.*

(5) Via Ostend, Brussels, Strasbourg, Bâle, and Lucerne, 845 1/2 M., daily in 28 3/4 hrs. Fares 6*l.* 13*s.* 2*d.*, 4*l.* 15*s.* 4*d.*

(6) Via Dunkirk, Lille, Strasbourg, Bâle (change), and Lucerne, 848 M., daily in 31 hrs. Fares 6*l.* 8*s.* 6*d.*, 4*l.* 4*s.* 8*d.*, 3*l.* 2*s.* 1*d.*; return-ticket (valid 45 days) 10*l.* 17*s.* 3*d.*, 7*l.* 6*s.* 0*d.*, 5*l.* 8*s.* 4*d.*

By AIR.

The journey from London to Italy may be accomplished by the aeroplanes of the French Air Union as far as Marseilles (via Paris and Lyons; daily, except Sun., in 11 hrs., including motor-car journeys; fare 12*l.* 15*s.*). There is also a service from Paris to Bâle, Zürich, and Lausanne. Comp. p. xvii.

By SEA.

Regular sailings are made by the liners of the under-mentioned companies. The fares average 17-25 *l.* and the voyage lasts about 8 days. Special tourist fares are offered during the summer, particulars of which may be had on application to the companies (London addresses given below) or to any travel agency (C.I.T., p. xvi; Thos. Cook & Son, Berkeley St., Piccadilly, etc.; American Express Co., 6 Haymarket, S.W. 1; etc.).

Orient Line (6 Fenchurch Avenue, E.C. 3) from London to Naples. — *Nederland Royal Mail Line* (60 Haymarket, S.W. 1) from Southampton to Genoa. — *Ellerman's City and Hall Lines* (104-106 Leadenhall St., E.C. 3) from Liverpool to Naples. — *Nippon Yusen Kaisha* (25 Cookepur St., S.W. 1) from London to Naples. — *German Africa Service* (Greener House, Haymarket, S.W. 1) from Southampton to Genoa.

D. Railways. Motorbuses. Tramways. Cabs. Steamers. Air Services.

The official time-table, entitled *Orario Generale*, published monthly by Fratelli Pozzo at Turin, is on sale at all the railway stations (price 5 L.; special editions for Northern and Central Italy). It contains also tramway, motorbus, and air travel information.

The Italian State Tourist Department, known as the 'Ente Nazionale per le Industrie Turistiche' (abbreviated E.N.I.T.; headquarters at Rome, Via Marghera 6), was founded in 1919 with the aid of the State Railways and the Touring Club (p. xviii). Its information bureaux and railway booking-offices, managed since 1927 by the 'Compagnia Italiana per il Turismo' (C.I.T.; headquarters at Rome, Via Marghera 2), are to be found in all the large towns of Italy and in several foreign cities, e.g. in London (26 Waterloo Place, S.W. 1), New York (749 Fifth Avenue), Paris (4 Place de l'Opéra), Berlin (Unter den Linden 54-55), Munich (Odeons-Platz 1), Vienna (Kärntner-Ring 6), Brussels (1 Rue de Loxum), Zürich (Bahnhof-Str. 80), Geneva (3 Rue du Mont-Blanc), and Lausanne (1 Place St-François). Among its publications is an annual list of hotels with their charges.

Railways. The main lines are owned by the state ('Ferrovie dello Stato', abbreviated 'FF. SS. '), a few local lines only being private property. As a rule the trains are now very punctual. Some sections are electrified. Besides the international 'trains de luxe', the trains are of three classes: expresses (*treni direttissimi*; 1st and 2nd class only), fast trains (*diretti*; with 3rd class also; occasionally with 1st and 2nd class sleeping-cars and restaurant cars), and ordinary trains (*accelerati, omnibus, misti*). The 3rd class (and even the 2nd) is used predominantly by the lower classes. Smoking-carriages are labelled *fumatatori*, non-smoking *vietato fumare*. There are no compartments 'for ladies only'. Useful phrases: *fare il biglietto*, to take a ticket; *scusi, è preso questo posto*, excuse me, but is this seat taken? *Quanti minuti di fermata*, how long do we stop here? *Si cambia treno*, change trains; *da dove parte il treno per . . .*, where does the train for . . . start from? *Quale binario*, which platform? *Essere in coincidenza*, to connect; *capostazione*, station-master; *conduttore*, guard; *uscita*, exit (where tickets are given up).

Tickets. In towns of any importance tickets may be taken at the town-office (*agenzia di città*) of the railway at a small extra charge. Fares are based on a kilometre tariff (e.g. the fare for 100 km. in a slow train is 47½ L. first class, 32 L. second, and 19 L. third), besides a tax of 50 c. on each ticket of under 3 L. and 1 L. over. For the expresses there is a 'differential' tariff, long journeys being considerably cheaper in proportion; thus the fare for 100 km. is 52½ L., 35½ L., and 21½ L., for 400 km. 186, 126, and 74 L. These tickets are valid one day for every 100 km., not counting the day of issue; one break of journey is allowed in a journey of less than 300 km., two from 300 to 600 km., etc. Return-tickets (*andata-ritorno*; for distances over 100 km. issued only between provincial capitals) are available for two days up to 100 km.,

three up to 200 km., four up to 300 km., and six for longer journeys. At large stations the booking-office is open 40 min., at small stations 20 min. before the trains start. Passengers are not admitted to the waiting rooms without tickets.

Those who have LUGGAGE to register (*spedire* or *far registrare il bagaglio*; trunks must be locked) need not purchase railway-tickets. Hand-luggage taken into the compartment must not exceed 20 kg. (44 lb.), otherwise it is liable to be weighed and charged for. The porter (*facchino*) from the luggage-office to the cab charges 60 c. per package up to 20 kg. (45 lb.), 80 c. up to 100 kg. (222 lb.). For left luggage (*dare in deposito*) the charge is 1 L. per package per day (minimum 1 L. 60 c.).

Luncheon baskets or bags (*cestini*; 7½-15 L.; cold meat, bread, fruit, wine, etc.), generally quite good, may be obtained at the larger stations. Pillow (*cuscino* or *guanciale*) for night-journeys, 2 L.

Motorbuses. Motorbus services, mostly subsidized by the state, are now very numerous in country districts; the fare is 30-40 c. per km. As the vehicles are usually crowded it is advisable to book a seat beforehand at the agency (*agenzia*). The Dolomites, Italian Lake District, etc., are served in the season by well-appointed chais-à-bancs. There is e.g. a three days' service from Milan via Bozen to Venice, and another from Rome via Siena to Florence.

Cabs. In the large towns nearly every cab (*vettura pubblica*) is provided with a taximeter (*tassametro*); otherwise they ply for hire by the drive (*corso*) or by the hour (*all'ora*). Even in the smallest town there are generally motor-taxicabs (*automobili a tassametro*), or a garage with motor-cars for hire.

Steamers ply on the Italian Lakes. Tickets are issued at the offices on shore at the principal stations, and on board at intermediate stations. As a rule the journey may not be broken.—Few travellers using this handbook will go anywhere by sea, except in the Bay of Naples and the Gulf of Venice. But it may be noted that good steamers ply between Genoa and Naples (1st class 325-450 L.).

Air Services. Most of the services mentioned below are carried on once daily (including Sun.) in either direction. The fares include 10 kg. (22 lb.) of luggage and in some cases free motor-cars to and from the aerodromes (*aeroporto*; for seaplanes, *idroscalo*).

From Turin to Pavia (1 hr.; 140 L., to Milan 165 L.), Venice (4 hrs.; 270 L.), Trieste (¼ hr.; 375 L.), and Portorose (5¼ hrs.; 400 L.).—From Portorose to Trieste (¼ hr.; 25 L.) and Zara (2¼ hrs.; 205 L.).

From Genoa to Rome (4¼ hrs.; 300 L.), Naples (6½ hrs.; 500 L.), and Palermo (10 hrs.; 800 L.).

From Rome to Venice (3 hrs.; 420 L.) and Vienna (9¼ hrs.; 945 L.).

From Brindisi to Athens and Constantinople.

The following routes are not yet open: from Milan to Genoa; from Milan to Trent and Innsbruck (Munich); from Milan to Rome, Naples, and Brindisi; and from Rome to Cagliari (Sardinia).