TEN YEARS
OF ITALIAN
PROGRESS
It is perfectly obvious to all that ten years of Italian progress cannot be condensed into the space of a few pages. An exhaustive survey of Italy’s accomplishments since 1922 would require a volume of many pages, while a detailed account of the work carried out in every branch of national activity would require far more. These difficulties have not prevented us from preparing, in summarised form, an account of the most essential things that have been accomplished in Italy, for the benefit of visitors to the Chicago Exhibition - who will flock here to see and admire a hundred years of American progress. Although it has been impossible to mention all the abstract and concrete activities of the Nation, all those of special interest to American tourists have been included.
Even though limited to the point of view of tourist interest, this description of the New Italy is by no means complete; events of particular interest and undertakings of outstanding importance are given, but without details, owing to lack of space.

Further, it has only been possible to mention the essential elements of the events recorded, so that this pamphlet may be considered as a brief photographic view rather than an illustrated description.

Although summarised and short, it will nevertheless attract the attention of our American friends and will prove to them that the tourist attractions of present-day Italy have increased to an enormous extent, since, in addition to those based on traditional history and civilisation, there are now modern advantages, such as fast and comfortable, transatlantic liners, improved and highly developed railway, road and air services, sport of every kind, a notable improvement in accommodation in general, (particularly that to be found in health and holiday resorts) a revival of commercial activity, the reclamation of uncultivated land, and finally, archaeological explorations that are continually bringing to light wonderful evidence of the life and the art of ancient Rome. Foreign visitors to Italy during the last few years can vouch that the general renewal of the country was brought about and is still taking place in an atmosphere of order, discipline and work without impairing the traditional calmness and quiet of Italian life. Many theatres have been completely modernized as in the case of the Royal Opera Theatre of Rome and the Politeama Fiorentino of Florence; stadia and sporting fields have been laid everywhere and large crowds now take a keen interest in national and international sporting events; the race courses and motoring tracks are likewise crowded and the annual speed motor-boat tests are also very popular; social fashionable life forms the feature of the larger cities and the winter sports stations and the health and seaside resorts are patronized by the smart cosmopolitan set, and especially as regards sea-bathing, the Lido of Venice, Rimini and Viareggio have a world-wide fame. To these the Lido of Rome on the sea shore at Ostia has recently been added and quite recently the famous pine wood of Castel Fusano was opened to the public, so that Rome now has one of the finest seaside resorts in the world and worthy of the capital of Italy.

The reputation of Italian shipping lines is such that no further inducements are needed in order to popularise them. The power and safety of the ships, where the very latest improvements in naval engineering is allied to the utmost perfection and comfort as regards accommodation, carefully chosen crews and stewards, and exquisite cooking, thoroughly in keeping with Italy’s reputation from the gastronomic point of view, are some of the reasons for the popularity of the Italian transatlantic liners.
It must be pointed out, however, that far from counting solely on such popularity, Fascist Italy has not missed one single opportunity to retain and increase it. The merchant service, which in 1922 had a total tonnage of 1,572,435, now exceeds two million tons, and there has been a marked improvement in passenger services, not only as regards speed but also in everything that can render the trip comfortable, easy and yet not too costly. At the same time, the principal shipping companies have amalgamated into one single concern called the "Italia", which owns the largest vessels. Thus it has been possible to convert the New York-Genoa route (which is considerably longer than the northern route) into one of the fastest crossings between America and Europe. In fact, the trip lasts only six and a half days and the boats call at ports that rank among the most important shipping, land and air centres, such as Gibraltar, Nice, Genoa and Naples.

The largest of these vessels, which is also one of the largest that has been built since the war, is the "Rex" - 51,000 tons - 882 ft. in length and 101 ft. wide; four groups of turbine engines propel her at a speed of over 27 knots an hour. Improved building, ultra modern machinery, exceptionally roomy passenger accommodation, and charming decorations, make the "Rex" an absolutely perfect vessel.
During the past ten years enormous progress has been made on the Italian railways, not only as regards the length of track, which was increased by about 1,250 miles, but also owing to numerous improvements of an administrative nature.

The photographs shown here are of the new station at Milan, which is really gigantic; it is the largest and finest in Europe and occupies an area of nearly 124 acres. It has entailed laying nearly 250 miles of new rails.

Briefly speaking, the railway policy of the Fascist Government has been, and still is, to develop and improve services, taking into consideration the modern requirements of the nation; to enforce only moderate passenger fares and freight rates; and to ensure perfectly regular services which, as everyone knows, now run absolutely to the minute. One particular feature is sufficient to prove the strict discipline observed in connection with the Italian railways, and that is that between 1922 and to-day the efficiency of the staff has increased by 30%.

Italy is the land of electricity, and not only because from Volta to Marconi numerous Italian men of genius have been connected with it.

The predominatingly mountainous character of the country and the wealth of water, offer infinite possibilities for the utilisation of "white coal", which is being daily produced in increasing quantities by means of new hydro-electric plant. Thus, the power produced by electric centres in 1922 amounted to about a million and a half Kw., whereas it now reaches almost five millions. Similarly, the length of electrified railway track has risen from 485 miles in 1922 to about 1,243 miles. Neither must it be forgotten that the longest electric line in Europe is Italian; it runs from Modane to Leghorn, along the edge of one of the most beautiful shores in the world, namely the Ligurian Riviera.

Still further statistics serve to show the progress made by electric services in Italy: the length of telegraph lines, which was about 238,480 miles in 1922, now reaches approximately 341,750; while as regards inter-urban telephone services, the increase has been even more noticeable, the length of cables having grown from 43,500 miles in 1922 to more than 124,270 in 1932.
wide curves, uniform surfaces, the abolition of level crossings and cross-roads, and perfect assistance for drivers. Subsequently, as it was recognised that the motor-roads could not entirely solve the traffic problem, a special Road Board was formed, to which were entrusted as many as 137 roads, beginning with those leading out of Rome and ending with those of Zara. The total length of these roads is nearly 12,500 miles and this figure will be considerably increased when the new branches, now under construction, are completed.

A few figures are sufficient to give an idea of the work accomplished. Since the formation of the Road Board surface dressing has been applied to 5,600 miles of roads, nearly three hundred road maintenance stations have been built, almost half a million trees have been planted, and thousands of sign-posts have been set up the total expenditure amounting to some 2,045 million lire.

Both on account of the vast means employed and the imposing results attained, the work accomplished by the Fascist Regime as regards roads really puts one in mind of the great road-building undertakings of ancient Rome.

Those who travelled through Italy ten years or so ago, can hardly believe their own eyes to-day, no more mud nor dust, no dangerous hills nor unduly narrow curves - all these defects of the roads of former days have now disappeared for ever.

A start was first of all made with the motor-roads, a purely Italian innovation, which faced the traffic problem from an entirely new standpoint; these roads comprise long straight stretches, very

The Rome-Osilia motor-road

The Stelvio road

The Naples-Pompeii motor-road
It can truthfully be asserted that motor travel in Italy today is as easy, comfortable and safe as on the most famous roads of Europe and of America. The Italian roads are sound, uniform and hydraulically perfect; the curves are highly banked so that the visibility is excellent (levelling of the banks has also been carried out for this reason); in the winter there is no mud and in the summer no dust; inhabited centres are avoided as much as possible, as well as railways lines (level crossings are being gradually done away with), and finally the signboards are such as to render driving quite safe as well as supplying information of a tourist nature.

It must not be imagined, however, that the Italian roads consist only of the...
Frontier station of the Royal Italian Automobile Club

12,000 odd miles entrusted to the Road Board. There are a further 93,000 miles of provincial and communal roads which, although they may not be so well kept as the State roads, nevertheless it is possible to use them with perfect confidence and to reach with ease places which are often of great attraction from the tourist point of view (such as for instance the artistic towns). In this connection, it should also be mentioned that the Italian roads are indescribably beautiful and interesting, the highest pass in Europe, the Stelvio, is in Italy, and the most beautiful road in Europe, the Dolomites road, is likewise Italian; no less interesting, although of a different type of beauty, are the Lake roads (the Gardesana is rightly considered as a miracle of engineering), and the coast roads, all of which are picturesque, run through districts of world-wide renown such as the Ligurian Riviera, the Bay of Naples, Sicily and the Liburnian Riviera. It is not possible here to speak at length of the facilities as regards motoring in Italy. It must be mentioned, nevertheless, that motor vehicles brought into Italy are free from registration tax for 90 days; and when motorist are provided with so-called Customs Papers they are imported into Italy free, that special offices have been opened at the frontiers by the Royal Italian Automobile Club with an expert staff able to supply every kind of motoring and tourist information; and that there is no speed limit, either on the motor or the ordinary roads.

Air lines have not many years of history behind them as they were created at only a comparatively recent date, but they have made considerable progress and their future is an assured one. While they are always useful everywhere, they are particularly so in Italy where, on account of the elongated shape of the peninsula, the distances between one town and another are often considerable.

The success of air travel in Italy is also due to another factor, however, namely the beauty of cities, country-side, mountains and seashore as seen from the air.
experiences, never so much as dreamed of by travellers of yore, await those who see Italy from an aeroplane, and there are few such pleasurable sensations as recognising from on high and from an entirely different angle, the most celebrated scenic beauties of Italy. These reasons, together with the regularity and safety of the services, have been instrumental in furthering the development of the Italian air lines, some of which are international, while others provide a rapid means of communication between Italian towns. For instance, from Barcelona to Genoa, the trip by air takes barely seven hours; from Munich to Milan, three hours; the same from Milan to Rome, from Vienna to Venice, and from Venice to Rome; from Tunis to Rome, five hours; from Constantinople to Brindisi, 10 hours. These lines cover most interesting and beautiful districts. The planes of the Barcelona line pass within sight of the French Côte d'Azur and of the Western Ligurian Riviera, with its climatic resorts of world-wide renown; those of the line from Munich (Bavaria) to Milan and Venice go over the Alps, where the grandeur of the views baffles description; the Milan-Rome line passes over the plain of the Po Valley, the Apennines, Tuscany and Latium, affording glimpses of the most celebrated artistic cities. It will be seen, therefore, that the tourist can fly over Italy in all directions with the minimum waste of time, incidentally enjoying views of really exceptional interest, as is proved by the photographs reproduced here.

A few statistics suffice to show the growth of the Italian air lines, which in 1925 amounted to only 2573 miles, while they now reach approximately 12,427; there were only five lines in 1925, whereas now there are more than thirty; the mileage flown in 1926 amounted to 310,000, but now it approximates two and three quarter millions; and finally the number of passengers carried has risen from 10,000 in 1926 to almost ten times that number.
Other important sport buildings are: the Stadium of the National Fascist Party, also at Rome; the extremely modern and smart Giovanni Berta Stadium at Florence; the Littoriale, at Bologna, and the Mussolini Stadium which will shortly be opened at Turin.

Numerous sporting events, often of international importance, take place at the above-mentioned stadia, as well as at the race-courses, the motor tracks etc., while on the Lakes, at Venice and elsewhere important speed motorboat tests are held.

The winter sports resorts, which are ever increasing in number and comfort, are frequently the scenes of national and international contests; while every town, even though comparatively unimportant, has its tennis court, and no tourist district is without its golf links.
Apennines - run throughout its length from north to south. Therefore although Italy is particularly suited to those who wish to spend the winter in a mild climate, it also has numerous winter sports resorts, especially in the Valley of Aosta and the Dolomites: Cortina d'Ampezzo, the principal Italian winter sports resort, is situated in the latter district. The total number of Alpine refuges is 350.

Cortina d'Ampezzo

Italy is undoubtedly the land of eternal spring, where everything basks in the smile of a perennially clear sky and in the perennially warm air. In fact the climate of Italy is one of the mildest and most equitable in the Mediterranean.

It must not be forgotten, however, that the highest mountains in Europe - the Alps - are also situated in Italy, and that another great chain - the

Montecatini Terme
terms are few countries which can boast of such an abundance of health-giving springs as Italy, and consequently of so many water-taps. Some of these have rapidly attained international renown, while others, more unpretentious but not devoid of every kind of comfort and convenience, are chiefly frequented by Italians. As regards the former
Milan is the chief industrial and commercial market of Italy. Situated in the fertile Plain of Lombardy, the centre of innumerable roads and railway lines, that unite it with the most distant parts of the Kingdom as well as with the countries of Central Europe, it has always been of paramount importance in the economic life of the nation. It is thus easy to understand why the most important Italian Fair should be held there and should have made such rapid progress. This year there have been 4642 exhibitors, who have occupied an area of over 106,000 sq. yards, as compared with 103,000 sq. yards last year. The 15 nations which were officially represented and the large number of foreign exhibitors, representing 25 nations, testify to the universal recognition of the economic importance which the great Milanese market has attained.

Italy and the Near East countries, which formerly used to have extremely lucrative business relations with the maritime republics of Italy, The Levant Fair now has nearly 5000 exhibitors belonging to 33 nations, and it is visited each year by about 1,200,000 persons.

The Fair of the Levant at Bari
The Co-ordinated Land Reclamation Scheme is one of the great accomplishments of the Fascist Government. Whole districts, which had been abandoned for centuries to malaria and squalor, have been redeemed for ever by exceptionally imposing methods.

By draining marshy land, banking up torrents and making new canals, vast stretches of ground have been rendered fit for cultivation and have been immediately farmed; whilst in place of the unhealthy marshes new houses have sprung up with remarkable rapidity, and even entire new towns. Among the latter, mention should be made of Mussolini in Sardinia, and Littoria in the Pontine Marshes, not far from Rome.

The few details given below will serve to show the vastness of the measures adopted and of the results obtained. Land reclamation work is at present being carried out over an area of more than 11,000 square miles. During the ten years of Fascist rule, 3,180 millions lire have been spent on reclamation work, whereas from 1870 to 1922 only 1,799 millions lire were spent.

The Fascist Government granted subsidies amounting to 1,122 millions lire for private land reclamation work, while 50,000 workmen are occupied for 280 days of the year.

The production of wheat has risen from 43,992,000 quintals in 1922 to 75,150,000 quintals in 1932.
Thanks to Benito Mussolini's enthusiasm for Rome, the city is reacquiring the aspect described by historians during the most glorious period of Roman history. New quarters have arisen and are developing rapidly, new and magnificent public buildings are being put up, great modern urban undertakings are decided upon and carried out with remarkable rapidity, while in the streets the new life of Rome flows with ever increasing steadiness.

A prominent feature of this new passion which beautifies and gives fresh life to everything is the work which in a few years has been accomplished in the centre of the town. The Capitoline Hill, formerly smothered by humble houses which had been huddled there for centuries, has now been completely isolated, and views that are the embodiment of the beauty and eternity of Rome are now commanded from its summit. At the foot of the historical hill a wide road has recently been opened — the Via dell'Impero. It runs between Piazza Venezia and the Colosseum and it is bordered by the most impressive examples of the power of ancient Rome. It is more than a road - it is an ideal and vital bond between the Colosseum (the symbol of the eternity of Rome) and the Vittoriano, the Altar of the Motherland and the symbol of the New Italy. The scene which meets the eye of whoever comes from Piazza Venezia is beyond compare. On the right towards the Vittoriano while on the left, in addition to the new arboreal exedra, can be seen the domes of Santa Maria di Loreto and of the Nome di Maria, beside Trajan's column; as a background, still on the left are the Markets of Trajan, discovered only a few years ago, and above them are medieval houses, the Torre delle Milizie, the Belvedere of the Collegio Angelico and the Palazzo del Grillo. Further on are the Fora of Augustus and of Nerva.
Pompeii is the most magnificent archaeological enterprise yet carried out and at the same time it is the most complete picture imaginable of an ancient Roman city.

It was buried in 79 A.D. by the same eruption that destroyed Herculaneum and Stabiae, and lay for centuries beneath the ashes and the stones until the time when excavation work was commenced; this has been proceeded with on a still larger scale in recent years and thus a great part of the old town has been disinterred, not only the monumental buildings but also the houses, the streets, the domestic utensils and everything connected with the life of the buried city.

After Pompeii - Herculaneum, which in consequence of the excavation work which was resumed in 1927 now affords one of the most unique examples of the life led by the ancients. In fact, the second of the towns buried by Vesuvius is now again coming to life with all its quarters, its buildings and its streets almost intact, and once again it basks in the rays of the sun, thus the dream of many learned men and archaeologists will soon come true. The undertaking is arduous, since the earth which covers Herculaneum varies between 40 and 82 feet in depth, and also because the debris accumulated from the eruption of Vesuvius has formed a hard and compact mass; but work is proceeding most energetically and will to a great extent make Herculaneum one of the most interesting places, not only for the learned but for all who know how to appreciate everything connected with ancient civilisation.
Tripolitania is Italy's chief colony. It lies between Egypt and Tunis, facing Sicily, with which it was always connected in the past and to which it is now united by excellent sea and air services.

It would be a mistake to expect to find in Tripolitania nothing but African colour, that is to say, the aspects, usages and costumes that characterise those parts of Africa where European civilisation has barely or never penetrated. Italy has not swept away any of these characteristics but has given to the colony an impetus which it had hitherto never known and which has placed it on a level with the most prosperous colonies of Africa. A commercial symbol of this new life is the Tripoli Sample Fair, which is here illustrated by means of a few photographs. It constitutes one of the most important markets of the Mediterranean and is attended every year by numbers of tourists, the best proof of the commercial future in store for the colony.

It would be out of place here to enlarge upon the really great progress made by the Colony as regards agriculture. Rather is it more in keeping with the aims of this pamphlet to mention that Tripolitania has become one of the most popular resorts of the Mediterranean. Everyone is aware of the fact that it is favoured by a singularly temperate climate at all seasons, but particularly in winter, it is easily and conveniently accessible either by air or by sea; it has good hotels as well as all the requisites of a large resort, including a Casino. There are likewise smaller but quite comfortable hotels in the places in the interior, some of which, like Lepcis Magna and Sabratha, are of paramount importance on account of the Roman remains which have been discovered there.
Rhodes, which was occupied by Italy in 1912, has resumed under the Italian régime its rôle as a stepping-stone between the Western and the Eastern Mediterranean and has become as a holiday resort. Owing to its equable and extremely mild climate, to the beauty, interest and infinite charm of its art and its history, and to the excellent means of communication which unite it with the Motherland and the Levant, Rhodes fully deserves to be considered as one of the most typical spots of the Mediterranean. Italy has done much to render a stay there very pleasant. In fact numerous public works, some extremely comfortable hotels, the golf links and other sporting grounds, as well as the Baths of Callipea (which are recognised as being extremely efficacious in the treatment of numerous diseases) are of quite recent date.
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