

UDINE SURROUNDINGS

Aquileia

A trip to the most important archeological seat of Friuli

To reach Aquileia

By train: from Udine station to Cervignano del Friuli station (cost 2,65€) and from there to Aquileia (8 km) with bus lines every hour.

By car: from Udine, highway A23 in direction of Venice, exit E70 at Palmanova (17 km from Aquileia) following the SS 352 road signs to Aquileia.

By bus: from Udine bus station to Aquileia every hour.

The Touristic firm of Friuli, Turismo FVG, organizes every day (10.30 a.m. and 3.30 p.m. guided tours from 1st April to 30th June 2009 and September). Guided tour costs 7,50€ including admission to the crypts of the Basilica. Moreover, you can make use of the audio guide service at euros 4,00€ single and 7,00€ couple. For information and bookings you can contact all FVG Tourist Infopoints at phone: 0432 734100 or e-mail: info@turismo.fvg.it info@turismo.fvg.it.

Aquileia. The origins of Aquileia date back a long time ago. In the place where, already in the proto-historic period, it used to trade amber from the North bartering it for seaborne items arriving from the Mediterranean and the Middle East docks, the Romans founded in 181 BC a colony. From a military outpost to a capital of the "X Regio Venetia et Histria", the city developed rapidly because of exclusive military reasons relating to expansionist aims of Roman Empire towards central European and Balkan regions. Aquileia became flourishing and prosperous thanks to the vast trade through a functional and capillary road network. It used to have mighty defensive walls and enormous buildings such as circus, amphitheatre, theatre, thermal baths, forum at the crossing between the main cardo and decumanus. It reached its peak during Caesar's empire: its inhabitants were more than 200.000 and became one of the biggest and richest city of the whole Empire. It was the residence of many emperors, its palace was very visited, till Constantino the Great and longer. With Attila's destruction in the middle of Vth century AD, there was the final economical and social collapse of



Aquileia that lasted till the Medieval period. Aquileia remained an important political and cultural centre, also during Hungarian invasions (Xth century AD), notwithstanding it was a problem area of the Empire, meeting point of Latin, German and Slav civilization. Patriarch of Aquileia was always close and friendly to the political power even when the power became German. In 1077 emperor Henry IV granted to Sigeardo Patriarca the feudal investiture with the ducal title over the County, giving the origin of the "Stato della Patria del Friuli".

Inside the city's walls, the most important archeological site in northern Italy, there were houses and palaces, monumental squares, official buildings and a river port where heavy cargo ships docked loaded with goods. Many are the Roman

ruins still visible today among which: the Roman Forum, the Roman graveyard, the Fluvial port, the street and some Roman houses; other places to visit: the Popone's Basilica, its beautiful mosaic floor, bell tower, baptistery and crypts; then there are also: the Archaeological Museum, the Early Christian Museum and the Civic Museum (Museo Civico).

More information: <http://www.aquileia.net/inglese.htm>

Cividale del Friuli

A trip to the the heart of Friuli

To reach Cividale

By train: from Udine station to Cividale in half an hour (costs 2,25€).

By car: from Udine centre, following the SS 54 road signs to Cividale.

By bus: from Udine station to Cividale station in 45 minutes.



Cividale del Friuli. According to tradition Cividale was founded in 50 B.C by Julius Caesar and called Forum Julii (the market of Julius). Venetian and Celtic remains, however, bear witness to pre-existent settlements. In 568, with the conquest of the Longobards led by King Alboin, Cividale becomes the capital of the first Longobard Dukedom in Italy. In the VIII century, during the Frankish domination, the ancient name of the city is changed from Forum Julii to Civitas

Austriacae and later from Civitas into the present Cividale. The city becomes the seat of the temporal power with the beginning of the patriarchal State in Friuli (1077). In 1420 the city is included in the Venetian Republic.

The artistic heritage of the city testifies its historical importance: the Celtic Hypogeum, a fascinating and mysterious place; the Oratory of Saint Maria in Valle (the famous little Longobard Temple), an extraordinary example of upper Middle Ages architecture and sculpture; the Cathedral (XIV-XV century), in the interior of which you may admire the silver altar-piece of Pellegrino II, masterpiece of Italian medieval goldsmith art, and two paintings by Palma the Younger; the Municipal Palace (XIV-XV century); the Venetian Superintendents' Palace (XVI century), designed by Andrea Palladio.



You may also visit the National Archaeological Museum which houses archaeological Longobard remains and relevant medieval codes; the Christian Museum with the baptistry of Callisto (VIII century) and the Ratchis altar (VIII century). You should also not forget to visit the Devil's Bridge and its wonderful view over the Natisone river. According to the legend, the bridge was built by the Devil, who had requested in exchange the soul of the first person crossing it.

The city is rich in events: the traditional Broadsword Mass, celebrated on 6th January, is a peculiar and charming religious ritual, that celebrates the historical ceremony of Patriarch Marquardo von Randeck's entry into the city (1366); Civintias (June-July), an enological show; Mittelfest (each year in July), an important festival of prose, music and dance from Central Europe countries.

The ancient Forum Julii is unanimously recognised as being the historical and cultural capital of Friuli.

More information: http://www.cividale.com/turismo_uk.asp

Grado

A trip to the coast of Friuli

To reach Grado

By train: Udine station to Cervignano del Friuli station (cost 2,65€), and from there to Grado (18 km) with bus lines every hour.

By car: from Udine, highway A23 in direction of Venice, exit E70 at Palmanova (17 km from Aquileia) following the SS 352 road signs to Grado.

By bus: from Udine bus station to Grado every hour.



Grado. The island of Grado and its lagoon represent a geographic, artistic, historical and anthropological reality. Its historical events have always been connected to Aquileia even before the barbaric invasions. The two cities had been fighting a long and hard war lasted for centuries in the need to obtain the supremacy on the Seat of the Patriarchs, then they played a marginal role in the life of the Republic of Venice, and at the end of it in 1797 and after the short-lived rising to the power of the Emperor Napoleon, they were annexed to the Hapsburg County of Gorizia and Gradisca. In 452 AD Aquileia was invaded and devastated by a barbaric tribe called Huns, led by Attila; the population was forced to leave the town and the lagoon, followed Archbishop Secondo, and took refuge in Grado. Later in 1451 the Papal bull of Pope Nicolò V transferred the Patriarch's Seat from Grado to the Venetian Archbishop's Seat of Castello led by Lorenzo Giustiniani: the first Patriarch of Venice. These long thousand years represent an important and illustrious , although difficult, period of the History of Grado that after losing the Patriarch's seat remained in a dignified isolation and called out from the History of the great State it belonged to: the Republic of Venice. Grado was governed by a



Count sent by Venice, he was chosen among the noble families, while the population was segregated to a small group of fishermen.

Grado started to emerge from its isolation at the end of 1800 when the great medical value of its sands was discovered. The Austrian entrepreneurs were the first hotel-keepers, who gave the most important contribution to establish the modern Grado: the elegant and particular tourist and thermal town,

which was in that period the summer seaside resort of Austrian, Slovakian, Bohemian, Hungarian upper, middle-class and aristocracy and of a more international tourism.

The lagoon is one of the few "alive" lagoons in Europe, rich in animals and plants and in small isles on which original buildings called "casuni" made of reed and mud were once, in a not so far past, the only home of the fishermen. Near those small isles the Isle of Barbana stands out. It is known for the old monastery so dear to the Christian faith of the inhabitants of Grado; according to the tradition over 750 years ago the population made a vow and promised to go there, every year, on a pilgrimage on the first Sunday of July. The vow is released during an impressive religious procession, called "Perdòn" made on the boats floating through the canals.

More information: http://www.grado.it/new/grado.php?id_sezione=1&lingua=en

Venice

A trip to the City of Lovers

To reach Venice

By train: from Udine station to Venice station every half an hour (cost 8€).

By car: from Udine, highway A23 in direction of Venice, then following the road signs in highway A4 to Venice.

By bus: from Udine bus station to Portogruaro bus station and from here to Venice with connected bus every two hours.

To visiting the historical centre of the city and its monuments you approximately spend 2 hours with the mini-tour organized everyday at 9.15a.m. by Meeting Point Iat of S. Marco Square at the cost of 38€. For booking you can contact the tuouristic office at phone 041 5298711 or by e-mail

info@turismovenezia.it.



Venice. In the Roman times the term Venice stood for the North-Eastern region of Italy, but following the collapse of the Roman Empire and particularly the arrival of the Longobards (568), it started to indicate a part of the small settlements that were created on the islands of the lagoon between the Adige and the Piave rivers. Their economy was based on the trade activities between the Near-East countries and Northern Europe (Germany and Flanders). They established a federation legally dependent on Byzantium but their relations became increasingly looser as the latter's decay proceeded, and they acquired complete independence towards the end of the 9th century. Hence, ever since the beginning of the 9th century, the domination of Eraclea and Malamocco were followed by that of Rivo alto (Rialto, today's Venice). This event coincided with the failure of the Franks' attempt to conquer the islands. After driving back the Arab invasions and eliminating in the year 1000 the Croat piracy in the Adriatic sea, the political expansion to Istria and Dalmatia started, under the leadership of a class of shipowners and merchants

who had managed to prevent some of the major families (Partecipazio, Candiano, Orseolo) from introducing the hereditary power system.

In order to prevent the closure of the Otranto canal (the gateway to the East) and of the passes on the Alps that were so vital to trade with northern countries, Venice had to fight the Normans, Suevians and Angevins who were trying to settle along the Albanian and Epirot coasts, and at the same time it joined the Lombard League to prevent the Emperor from acquiring an excessive power.



The Fourth Crusade (1202 - 1204) enabled Venice to found a vast colonial empire in the Balkan peninsula and the Aegean Sea, which withstood the restoration of the Byzantine Empire (1261) but exacerbated the rivalry with Genoa. This originated numerous naval battles with alternating victories on both parts.

At the beginning of the 14th century, a period marked by the setting up of signories, some attempts were made (Baiamonte Tiepolo, 1310; Marin Faliero, 1355) to turn into a signory the oligarchic government of Venice too (since 1297 it had been restricted to a limited number of families) thanks to the support of the populace (sailors, fishermen), but they failed. In the meantime Venice started to expand to the hinterland (in particular after the serious threat faced in 1378 during the war for Chioggia, when the lagoon was besieged both by sea and land by Hungary, Padua and Genoa which had joined in a coalition). As the context was favourable, within few years Venice conquered the whole Veneto region, Friuli, Brescia and Bergamo starting a long series of wars against Milan and later on against Florence and Ferrara too.

The gains in Puglia (1495) and Romagna (1503) and the ill-advised idea to help the French conquer Milan in order to acquire the Cremona area (1499) proved fatal to Venice: it was attacked by all European powers, set up against it by

the pope Julius II (League of Cambrai) and defeated by the French at Agnadello (1509), which definitely stopped its expansion in Italy. Meanwhile, despite its strong resistance, it lost its dominions in the East under the Turkish attacks, and the discovery of America diverted trade (to which it owed its prosperity) from the Mediterranean to the Atlantic. That marked the beginning of Venice's slow and glorious decline: it fought the Turks in Cyprus (1571-73) and at Candia (1644 - 86), reconquering the Morea for some time (18th century), and humiliated the Barbary pirates in Tunis (1784-86). The Habsburg, eager to unify the Tyrol and Milan, soon became Venice's new mortal enemy, but they only managed to achieve their objective when Napoleon, through the Campoformio Treaty (1797), ceded the old republic to Austria in exchange for the Duchy of Milan. In 1805 it was annexed to the Neapolitan Kingdom of Italy, in 1813 it was returned to Austria and, following the Vienna Treaty, it became the capital of the supposed Lombard-Venetian Kingdom together with Milan. In 1848 it rose against the Austrians and was proclaimed Republic by Daniele Manin. On the eve of the Armistice of Salasco it joined the Savoy monarchy. After the restoration of the republic it fought the Austrians till August 1849, which marked the end of a long and memorable siege. At last the third war of independence (1866) marked its annexation to Italy.

Today's Venice is more than ever a city devoted to art, in all its forms. Historic art can be seen in its numerous museums, which display the most beautiful original works of art by the artists who gave a major contribution to the history of art.

By taking a simple walk you will find yourself surrounded by palazzi and churches whose architectural features turn them into an open-air museum. Moreover, once every two years Venice holds one of the most important exhibitions in the world on contemporary art: la Biennale di Venezia, which acts as a springboard for today's best artists and their work. The Theatre "La fenice" (which has been completely rebuilt at last) and the numerous Auditoriums scattered all over the city offer many shows. Classical music finds in Venice its ideal setting, as the city is a natural choreography that goes perfectly with symphony and chamber music.

Venice is also known as the "City of lovers" because the absence of cars allows people to take long and serene walks, reached only by the sound of water washing the shores. Venice is suitable for the youngest tourists and the more mature ones, as the city itself inspires the rules of intimacy among people. It lacks the amusements typical of all large cities, there are no huge discos (only one, which is very nice actually), but it is rich in places where you can eat the typical Venetian "cicchetti" (small portions of food usually served with aperitives) and drink an excellent "spritz" (aperitif), maybe listening to some great musicians playing jazz. Obviously, the most restless ones can always go to the mainland, at few kilometers from Venice, where some of the most beautiful discos in Italy can be found, and for those of you who love gambling, Venice hosts one of the best Casinos in the world.

One of the most extraordinary events is the Carnevale di Venezia which draws in hundreds of thousands visitors from all over the world. For about 10 days the streets are painted with the most incredible colours and masks. In this period Venice is the quintessence of entertainment and music.

Restaurants in Venice are famous for their culinary skills, especially for their fish specialities. Prices are always displayed in showcases outside restaurants so as to allow people to choose places they can afford.

Getting into Venice is very easy, no matter how you choose to move. There are large parking lots but it is a good idea to choose and reserve a place before you arrive, just to be sure that you find a place where to park and at a fair price. Another possible solution is to park your car on the mainland, in Mestre, from where you can count on frequent connections all day long, and slightly less frequent ones late at night, and reach Venice in 10 minutes.

More information: <http://www.venezia.net/venice/>



Trieste

A trip to the Mittleuropen city of Friuli

To reach Trieste

By train: from Udine station to Trieste station a train every half an hour (cost 7,05 €).

By car: from Udine, highway A23 in direction of Trieste, exit E70.

Trieste. It is situated towards the end of a narrow strip of land lying between the Adriatic Sea and Italy's border with Slovenia, which lies almost immediately south, east and north of the city. Trieste is located at the head of the Gulf of Trieste and throughout history it has been influenced by its location at the crossroads of Germanic, Latin and Slavic cultures. In 2007 it had a population of 208,000 and it is the capital of the autonomous region Friuli-Venezia Giulia and Trieste province. Trieste was part of the Habsburg Monarchy from 1382 until 1918. In the 19th century it was the most important port of one of the Great Powers of Europe. As a prosperous seaport in the Mediterranean region Trieste became the fourth largest city of the Austro-Hungarian Empire (after Vienna, Budapest, and Prague). In the fin-de-siecle period, it emerged as an important hub for literature and music. However, the collapse of the Austro-Hungarian Empire and Trieste's annexation to Italy after World War I led to a decline of its economic and cultural importance.



Today, Trieste is a border town. The population is an ethnic mix of the neighbouring regions. The dominant local Venetian dialect of Trieste is called Triestine. This dialect and the official Italian language are spoken in the city centre, while Slovene is spoken in several of the immediate suburbs. The Venetian and the Slovene languages are considered autochthonous of the area. There are also small numbers of Serbian, Croatian, German, Hungarian speakers. The economy depends on the port and on trade with its neighbouring regions. Throughout the Cold War Trieste was a peripheral city, but it is rebuilding some of its former influence.