



THE CASANOVA TOUR.

An e-HANDBOOK FOR
*THE USE OF THE PRIVATE TRAVELLING CARRIAGE
IN EIGHTEENTH CENTURY EUROPE AND AMERICA.*

ALSO BEING

- I. An Accompanying Guide to the "History of My Life"
by the Venetian Giacomo Casanova.
- II. A Picture-Guide to Travelling and other Carriages, including a
History of the English Coupé or Post-Chariot.
- III. A Guide to the Main European Post Roads and all their Stages; further, a
Guide to the different Methods of Travelling.
- IV. A Guide to all Currencies and Coins and their Rates of Exchange;
introducing a Basic Comparator added to all Prices.

BY *PABLO GÜNTHER.*



Foreword by GILLIAN REES.

* * * * *

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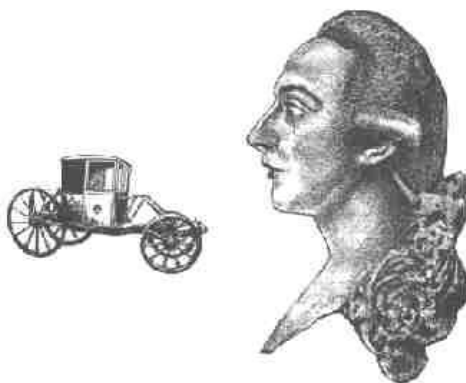
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The photos of the author are signed with PG. - Casanova's travel routes were drawn by the
author onto the road map "Europe" (scale 1:3 millions) by *Michelin*.



Lister Chaise
1755 until today

Giacomo Casanova
born 2nd April 1725 in Venice
died 4th June 1798 in Dux / Bohemia

To
my wonderful parents,
Ingeborg and Hans Günther.

* * *

... and for the memory of my ancestors

Johannes Eckart

(1725 - 1790)

Postmaster of the Thurn and Taxis Imperial Post
in Emskirchen (near Nuremberg)
from 1758 until his death. He met **Casanova** in 1783.

And

Carl Wilhelm Günther

(1763 - 1842)

Parson in Paderborn and Vlotho,
author of study and travel-diaries.

* * *

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Forewords.

I. by Gillian Rees

The fascination and interest created by Casanova's Story of My Life seems to be never-ending. Not many years after its initial publication in German in 1822, the first fundamental examination of his memoirs appeared in 1846, and from that time onwards the volume of works concerning Casanova has steadily grown. Despite more than 400 editions of his memoirs which have now been produced in over 20 languages, volumes of his letters, reprints of his other works, and the recent publication of many inédits from the archive material left at his death, Casanovists are still busy researching various aspects of his life.

Over 3,650 books and articles have now been written about this extraordinary man covering his sojourn in different parts of Europe and particular periods in his life; his interest in women, food, the theatre, medicine, chemistry and the cabala, to name but a few; and the varied men and women that became associated with him. Many books have dealt with critiques of his work, others have attempted a psychological analysis of his character. A mammoth undertaking is now under way to make available for the future computer copies of the papers left at his death.

The author of this present volume has combined his considerable knowledge of historic carriages and his interest in the memoirs to add yet more to the rich tapestry of our knowledge about Casanova. A unique book describing the private carriages that Casanova owned, the roads he travelled on throughout Europe, with all the customs and costs that such travel imposed in the days of the Grand Tour. Casanova was one of the very first people to leave us a description of such extensive travelling in his own carriage, and the author has himself travelled over 10,000 kilometres in his research of the post roads and posting inns that Casanova used. This book brings together for the first time a history of the developing use in the 18th century of the private travelling carriage, in particular of the English Chariot, with an analytical account of Casanova's great journeys.

Gillian Rees, Eastbourne, December 1995

II. by Pablo Günther

The age of the motorcar is separated from that of the horse-drawn carriage by the grand time of the railway. Between 1860 and 1910 this ingenious, but public transport, was completely unrivalled for long distance travelling; only a few of the super-rich preferred to continue travelling in their own posting chariots.

In Germany, the common use of the automobile did not start until the 1950s. That is why, after a hundred years of travelling on the railways, we have forgotten the former use of the private travelling carriage. At most we remember the "romantic" stage coach of the 19th century, with the postilion merrily blowing his horn. But the century before that now seems very remote; and furthermore, travelling by private carriage in that time has remained largely unresearched - a notable gap in travel and carriage literature.

Indeed, the pleasure of riding in one's own carriage, and of the freedom and mobility that it gave, is not a pleasure of life reserved only to today's car drivers. The time when it began can be clearly determined: it happened when the coach - after two hundred years - was technically improved, and in consequence able to leave the cities and travel large distances on the wide network of post roads which by then existed.

The first known devotee of this modern way of travelling is Giacomo Casanova. This quite clearly means that the adventurer from Venice and world famous lover was also **the first great user of the modern private carriage** of whom we have complete knowledge, thus being the forerunner of all of us motorists.

Like millions of people, I love driving my car. My present one is my seventeenth - Casanova had nineteen. Having my "carriage" ready to roll in front of the house, I share with Casanova a good feeling in this regard, too.

Pablo Günther, Hergensweiler, May 1996

A Favourable Thunderstorm; Or, The Story when Casanova Became *Casanova*.

[From: **Giacomo Casanova**, "A History of My Life", translated by Willard R Trask, published by Longmans, 1967 - 1970, vol. I, chapter 5, pages 152 - 155.

Notes between [], the translation from "calèche" into *calash* and the bold print are my own.]

Pasiano di Pordenone, May 1742.



From the Villa Gozzi in Visinale (photo: PG) ...

.....
On Ascension Day we all went to call on Signora Bergalli [Gasparo Gozzi's wife, at their villa in Visinale], a famous ornament of the Italian Parnassus. When it was time to return to **Pasiano** the tenant-farmer's pretty bride started to get into the four-seated carriage in which her husband and her sister had already taken places, thus leaving me all by myself in a **two-wheeled calash**. I protested, loudly complaining of her unjust suspicions; and the company all insisted that she must not insult me in this fashion. At that, she came in with me, and upon my telling the postilion that I wanted to go by the shortest route, he left all the other carriages and took **the road through the forest of Cecchini**.



... in a two-wheeled calash ...

[Picture left: engraving by Jules Adolphe Chauvet, 1876. From: Casanova in Bildern, Munich 1973. - Photo right: PG.]

.....
The sky was clear, but in less than half an hour a storm came up, one of those storms which come up in Italy, last half an hour, seem to be trying to turn the earth and the elements upside down, and subside into nothing, with the sky cleared and the air cooler; so that usually they do more good than harm.

"Oh my God!" said the bride. "We are in for a storm."

"Yes, and though the *calash* is covered, the rain will ruin your dress, I'm sorry to say."

"What do I care about my dress? It's the thunder I'm afraid of."

"Stop up your ears."

"And the lightning?"

"Postilion, take us somewhere where we can find shelter."

"The nearest houses," he answered, "are half an hour from here, and in half an hour the storm will be over."

So saying, he drives calmly on. There is a flash of lightning, then another, thunder rumbles, and the poor woman is shaking all over. The rain comes down. I take off my cloak to use it to cover us both in front; and, heralded by an enormous flash, the lightning strikes a hundred paces ahead. The horses rear, and the poor lady is seized by spasmodic convulsions. She throws herself on me and clasps me in her arms. I bend forward to pick up the cloak, which had fallen to our feet, and, as I pick it up, I raise her skirts with it. Just as she is trying to pull them down again, there is another flash of lightning, and her terror deprives her of the power to move. Wanting to put the cloak over her again, I draw her toward me; she literally falls on me, and I quickly put her astride me. Since her position could not be more propitious, I lose no time, I adjust myself to it in an instant by pretending to settle my watch in the belt of my breeches.



... through the forest of Cecchini ...

Realizing that if she did not stop me at once, she could no longer defend herself, she makes an effort, but I tell her that if she does not pretend to have fainted, the postilion will turn and see everything. So saying, I leave her to call me an impious monster to her heart's content, I clasp her by the buttocks, and carry off the most complete victory that ever a skillful swordsman won.

The rain coming down in torrents and the wind blowing straight in our face, she is reduced to telling me with the greatest seriousness that I am ruining her reputation, for the postilion must be able to see her.

"I can see him," I answered, "and he has no idea of turning around, and even if he did my cloak covers us both completely; be reasonable and act as if you were in a faint, for I tell you I have no intention of letting you go."

She gives in, at the same time asking me how I can defy the lightning with such impious daring; I answer that the lightning is on my side, she is inclined to believe me, she has lost almost all her fear, and having seen and felt my ecstasy, she asks me if I have finished. I laugh and answer no, I want her consent until the storm is over.

"Consent, or I will pull off my cloak."

"You are a monster who will have made me miserable for the rest of my days. Are you satisfied now?"

"No."

"What do you want?"

"A flood of kisses."

"Oh, how wretched I am! Well, there you are!"

"Tell me that you forgive me. Admit that I have given you pleasure."

"Yes. You can see that for yourself. I forgive you."

At that, I wiped her off, and when I asked her to do as much for me, I saw that she was smiling.

"Tell me that you love me," I said.

"No, because you are an atheist and Hell awaits you."

I now put her back in her place and, seeing that the sky had cleared, I assured her that the postilion had never turned around. Joking over our adventure and kissing her hands, I said I was sure I had cured her of her fear of thunder, but that she would never tell anyone the secret of the cure. She answered that at least she was sure no woman had ever been cured before by such a remedy.

"In a thousand years," I said, "it must have happened a million times. I will even tell you that when I got into the *calash* I was counting on it, for it was the only way I knew to possess you. Cheer up. I assure you that there is not a timid woman in the world who would have dared to resist in your situation."

"I can well believe it. But in future I will travel with no one but my husband."

"You will make a mistake, for your husband will not have the sense to reassure you as I have done."

"That is true too. One learns the strangest things from you; but you may be sure I will never travel with you again."

In such charming exchanges we reached **Pasiano** before any of the others. She had hardly got out of the calash before she ran and locked herself in her room while I was looking for a scudo to give to the postilion. He was laughing.

"Why are you laughing?"

"You know why."

"Here is a ducato for you. But hold your tongue."



... to the *Villa Montereale* in *Pasiano*.

POSTING, ALPINE PASSES, SHIPS:

Casanova and Travelling in the Century of the Grand Tour.

You travelled for forty-eight hours without stopping.

What a great man you are for travelling!

Francesca Buschini in a letter of 1783 to Giacomo Casanova.



Two young ladies relax while passing along the Cote d'Azur on their Grand Tour to Rome in 1860. They are travelling in an English coach similar to the one shown in the picture below. A hundred years earlier, Casanova used to travel in the same way, relaxed and sitting in an English carriage.

Top: Painting by Augustus Egg, 1860 (cutting); from: *Zwei Jahrhunderte Englische Malerei*, Munich 1980. - Bottom: "Royal state carriage" in English style built at the Swedish Royal Mews workshop at the end of the 18th century. Photo: Livrustkammaren, Strömsholm, Sweden.

Introduction

The term "**Grand Tour**" originated in Great Britain in the 17th century. It designated the "round trip" over Continental Europe - especially in Italy - which was considered an essential final polish for the cultural education of a British gentleman. Great Britain thus became - and remained so until the upheaval of the 2nd World War - the world's most prominent "tourist" nation.

The goal of most Grand Tour travellers was to reach Italy as directly as possible, so that a fairly "standard" itinerary was developed very soon. The British "tourists" usually crossed the English Channel by the Dover-Calais packet-boat, then travelled through France via Paris and Lyons. The Alps were crossed by the Mount Cenis pass in order to reach Turin, the first main

Italian goal of the Tour. Thereafter the trip continued via Piacenza, Parma, and Bologna, then over the Apennines to Florence, and finally via Tuscany to Rome.

After Rome, a further trip to Naples was also considered "mandatory". On the return from Naples the travellers usually proceeded to Venice, visiting on the way the basilica of Loreto, a famous pilgrimage site near Ancona. From Venice they would continue either to Switzerland or to Bavaria via the Tyrol. The closing journeys of the Grand Tour were the Rhinelands and the Low Countries. More daring travellers would of course venture much farther, either east to Austria, Saxony, Brandenburg, and so on, or west to Spain and Portugal.

These "pleasure" travels (i.e., carried out for neither commercial nor official reasons) required two things in order to be carried out in acceptable conditions: the existence of adequate roads, and the possibility to change horses at regular and frequent intervals.

Regular, public transport services, called "cursus publicus" or "cursus vehicularis", had already been created during the Roman Empire, but they did not survive its fall. Neither good roads nor horse-changing stations had been available in a general way in Europe during the Middle Ages, but they began to reappear in Italy in the early Renaissance.

The first really long distance **Post** - course (from the Latin "Posta", derived probably from "equites depositi", i.e., posted riders) in modern Europe was inaugurated in 1492 from Innsbruck to Mechelen (near Brussels). Thereafter road building and post services were continuously developed, and the second half of the sixteenth century saw a significant increase. The travel journal of the French thinker *Michel de Montaigne* (refer to [/montaign.htm](#)) in 1580 contains the first references to post stations for **coach horses** in Italy and for riding horses in Italy and France, and also to numerous **carriage types** ("cocchi" and "carrozze") used in Italy for city and inter-city transport. Montaigne found good roads not only in Italy, but also in Southern Germany and in Tyrol (Brenner pass).

In the Middle Ages, the usual means of transportation for well-to-do travellers was horse riding, either with their own or rented horses. The transition **from horse to coach riding** was a long drawn-out process that took place very gradually over approximately 200 years, roughly from the mid-16th to the mid-18th century. In the 1750's carriage builders had finally devised faster and more comfortable coaches, and practically all European cities were already linked by roads with adequate post stations. At that time coach riding, using either one's own coach or a rented one, had clearly become the best option for those who could afford it, which was the case of **Casanova** during his period of prosperity.

The most comfortable and fast method of travelling was nonetheless **river navigation**, which also remained very important. It was quite usual to have one's coach taken on board, as **Casanova** did repeatedly.

At the time it was already true that **the Alps** were a link rather than a separation. The roads were of course much more dangerous than nowadays, and bad weather conditions were also more critical. These obstacles, however, should not be overestimated. The following text, taken from *Montaigne's* journal, concerns the trip from Innsbruck to Bolzano. It was written, or rather dictated to his servant, in 1580 at Brixen:

"Monsieur de Montaigne said: All his life he has mistrusted other people's opinions concerning the conditions of life in foreign countries, because everybody uses the customs of his own country as a scale of measurement, and people can seldom see beyond the tower of their own village church. He has therefore paid always very little attention to the advice

received from other travellers. But especially in this journey he has had cause to wonder much more at their silliness, because he had been told that the crossing of the Alps would be extremely difficult at this point, since the local customs were very particular, the roads inaccessible, the accommodations barbarian, and the climate unendurable. (...) whereas, if he had been told to choose a place in which his eight year old daughter could take a pleasant walk, he would as readily have chosen this road as a path in his own garden. And as for the inns, he has never seen any region where they were so numerous and so well-appointed, and he has always found accommodation in beautiful towns, well supplied with food and wine, and cheaper than elsewhere."

This is the opinion of a positively thinking, reasonable man, who obviously enjoyed travelling very much. *Montaigne* even asserted shortly afterwards, when he was at Rovereto, that "he has so much pleasure in travelling that he hates the idea that the end of the trip may finally be approaching".

Casanova's travel accounts are the most extensive of the eighteenth century. They show that he travelled always as heartily and lustily as *Montaigne*, and that he accepted the inevitable difficulties quite as good-naturedly. Despite the enormous differences in speed and comfort, long distance travel was probably as commonplace to him as it is to us.

(Translation by Hector Zerbino.)

Casanova's methods of travelling.

Casanova covered exactly (or better: at least) 65,140 kilometres in the course of his life. He used all manners of travelling (with the exception of the "cambiatura"). Extremely often he travelled by own or hired carriages:

37,205 kilometres of altogether 55,240 km **on land**, that means for **67 %**, Casanova travelled "**Extra-Post**" (extraordinary post) in **his own carriages (51 %)**, in private ones of friends or in hired carriages.

By **stage-coach** Casanova covered only 13,105 km or 24 %.

Adding the private (C, K, L) and public methods of travelling (P) means that Casanova travelled on land **90 % by post**.

symbol - kilometres until 1774 - **km from 1774 onwards** - total - **methods of travelling**

A - 25	----- 0	----- 25	---	Donkey
B - 30	----- 0	----- 30	---	Sledge (Alps)
Z - 60	----- 0	----- 60	---	Carried chair (Alps)
T - 110	----- 0	----- 110	---	Hitch-hiking
M - 220	----- 0	----- 220	---	Mule
H - 250	----- 0	----- 250	---	Horse
F - 275	----- 0	----- 275	---	On foot
? - 1,060	----- 0	----- 1,060		[two trips (Venice - Rome 1744/45), not mentioned in the memoirs.]
R - 1,280	----- 180	----- 1,460	---	Boat / ship, on river, lake, gulf
V - 2,900	----- 0	----- 2,900	---	Carrier / vetturino
L - 3,475	----- 245	----- 3,720	---	Hired carriage
K - 3,300	----- 3,050	----- 6,350	---	Private carriage of others
S - 8,440	----- 0	----- 8,440	---	Ship, at sea
P - 7,850	----- 5,255	----- 13,105	---	Postwaggon, Stage-coach
C - 22,265	----- 4,870	----- 27,135	---	Casanova's travelling carriages
Totals:	51,540	----- 13,600	-----	65,140km

Table of Casanova's Journeys.

1. The periods as reported in his memoirs (1725 - 1774).

No. year vol. catchword (company) route

I. Early Years of Travelling (age 9 - 20):

1.) 1734 I [and many more] *Studies* (His mother Zanetta, Grimani, Baffo) Venice - **Padua** - Venice.

[2. - 6. after researches correcting several times dates and courses of Casanova.]

2.) 1741/42 II *Constantinople* Venice - Kithira - **Constantinople** - Corfu - Venice.

3.) 1742 & 1743 I *Lucia / Thunderstorm* Venice - Treviso - **Pasiano di Pordenone** - Venice.

4.) 1743/44 I *Abbate*(Bellino-Teresa) Venice - Ancona - **Rome** - Rimini - Venice.

5.) 1744/45 I *Secretary*(Lucrezia) Venice - Rome - **Martirano** - Naples - Rome - Venice.

6.) 1745 II *Corfu* Venice - Corfu - (Constantinople?) - Otranto - **Corfu** - Venice.

II. Time of the Bragadin Pension (age 21 - 44):

7.) 1749 II *Magic / Henriette* (Henriette) Venice - Milan - Mantua - **Cesena** - Parma - **Geneva** - Parma - Venice.

8.) 1750 III *Paris*(Balletti) Venice - Lyons - **Paris**.

9.) 1752/53 III *Theatre*(Francesco Casanova) Paris - **Dresden** - Prague - **Vienna** - Venice.

10.) 1756 IV *Piombi: Escape* (Father Balbi; Mme Rivière) Venice - Munich - Strasbourg - **Paris**.

11.) 1757 V *Intelligence agent* Paris - **Dunkirk** - Paris.

12.) 1758 V *Financier* Paris - **Amsterdam** - Paris.

13.) 1760 V *Esther / pleasure - journey* Paris - **Amsterdam** - Cologne - **Stuttgart**.

14.) 1760 VI *Escape / pleasure - journey* (Mme Dubois) Stuttgart - Zürich - **Soleure** - Roche - **Geneva**.

15.) 1760 VII *Pleasure - journey* (Rosalie) Geneva - Marseille - Pisa - **Naples** - Rome.

16.) 1761 VII *Pleasure - journey* Rome - Bologna - Turin - **Paris**.

17.) 1761 VIII *Diplomatist* Paris - **Augsburg** - Munich - Basle - Paris.

18.) 1762 VIII *Magic*(La Corticelli; Mme d'Urfé; Mimi) Paris - Metz - Paris - Aachen - **Sulzbach** - Geneva - Lyons - **Turin**.

19.) 1763 VIII *Magic*(La Crosin; Rosalie; Marcolina) Turin - **Geneva** - Milan - Genoa - **Marseilles** - Lyons.

20.) 1763 IX *Direction of London* (Adèle) Lyons - **Paris**.

21.) 1763 IX *London*(Aranda / Giuseppe; Pauline) Paris - Calais - **London**.

22.) 1764 X *Frederic II* (Redegonda) London - Wesel - **Wolfenbüttel** - Berlin.

23.) 1764 X *Catharine II* (Zaira) **Berlin** - Mitau - **St.Petersburg** - **Moscow** - St.Petersburg.

24.) 1765 X *King Stanislaus* (La Valville) St.Petersburg - **Warsaw** - Crystinopol - Warsaw.

25.) 1766 X *After the duel* (Maton; La Castel-Bajac) Warsaw - Leipzig - **Dresden** - Prague - **Vienna**.

26.) 1767 X *Vienna: evicted* (Charlotte) Vienna - **Augsburg** - Ludwigsburg - Spa - **Paris**.

27.) 1767 X *Paris: evicted* Paris - Pamplona - **Madrid**.

28.) 1768 XI *Nina* Madrid - Zaragoza - Valencia - **Barcelona**.

29.) 1768/69 XI *Assassins* Barcelona - **Aix-en-Provence**.

III. Seeking His Return to Venice (age 44 - 49):

30.) 1769 XI *Book-printing* Aix-en-Provence - Nice - **Lugano**.

31.) 1769/74 XI *Homesickness*(Betty) Lugano - Turin - **Naples** - Rome - Florence - **Bologna** - Ancona - **Trieste** - **Venice**.

2. The period from September 1774 until his death in 1798.

No. year month(s) (manner of travelling*, kilometres) route remarks

[* C = Casanova's own carriage; K = private carriage; P = stage-coach; R = ship.]

IV. Again in Venice (age 49 - 57):

- 1.) 1774 September (P 200) **Trieste** - Gorizia - **Venice**. Arrival on the 14th.
- 2.) 1776 December (P 400) Venice - **Trieste** - Venice. "Secret mission".
- 3.) 1779 June/July (K 490) Venice - Bologna - **Forli** - **Cesena**. Return journey via **Imola** and Bologna to Venice. With Consul Del Bene, sent by the Venetian Inquisitors.
- 4.) 1780 July (P 90) Venice - **Abano Terme** - Venice.

V. Seeking a New Home (age 57 - 60):

- 5.) 1782 Sept./Oct. (P 400) Venice - **Trieste** - Venice. Sudden departure. Sojourn of one month.
- 6.) 1783 January (P 700) **Venice**- Trieste - **Vienna**. Sojourn in Vienna of about five months.
- 7.) 1783 June (P 700) **Vienna** - Trieste - **Venice**. One week in Udine, another week in Mestre. - Journeys 7. - 10.: Casanova's last "Grand Tour".
- 8.) 1783 June-Sept. (P,C15,R,K 2,070) **Venice** - Frankfurt - **Spa** - Amsterdam - **Paris**. From Innsbruck to Mainz: his travelling carriage C 15. - November: in Fontainebleau.
- 9.) 1783 Nov.-Dec. (C16 1,360) **Paris** - Frankfurt - Regensburg - **Vienna**. The whole journey with his brother Francesco and in their own travelling coach C 16 "Paris 4".
- 10.) 1783/84 Dec. - February (P 1,435) **Vienna** - Prague - Dresden - **Berlin** - **Dessau** - Leipzig - Dresden - **Brünn** - **Vienna**. From Vienna in 1784/85: Excursions to Meidling ^{Marr 16 F 12}, Baden and Wiener Neustadt.

VI. In Count Waldstein's Castle of Dux (age 60 - 73):

- 11.) 1785 July-Sept. (P,L 620) **Vienna** - Brünn - Czaslau - Prague - **Carlsbad** - **Töplitz** - **Dux**.
September: Casanova found his final home in Dux.
- 12.) 1786 July (C17 250) Dux - **Carlsbad** - Dux. At Count Waldstein's desire and with his carriage - horses ^[Marr 14 M 1] (his own carriage C17 "Dux" from here on until trip no. 20).
- 13.) 1786 October (C17 220) Dux - **Prague** - Dux.
- 14.) 1786 December (C17 150) Dux - **Dresden** - Dux.
- 15.) 1787/88 July '87 - Sept. '88 (C17 660) Dux - **Prague** - Dux. Casanova was mostly in Prague; at least three trips between the cities. - He met again Da Ponte; 29th Oct. '87: first performance of "Don Giovanni". - Print of "Icosameron" and "Histoire de ma fuite".
- 16.) 1788 Sept.-Oct. (C17 570) Dux - **Prag** - **Leipzig** - Dresden - Dux. October, departure from Dresden: examination by the guard searching a stolen "Magdalaine" [cf. L'Ermitage, revue des litt. et d'art, 15th Oct. 1906].
- 17.) 1789 January (C17 240) Dux - **Prague** - Laun - Dux. In Laun he had an accident with his carriage [cf. Intermédiaire viii, pp 31-32: Casanova's letter to his nephew Carlo Casanova]. 27th June 1789: he mentions his own carriage in his "Essay d'Égoïsme" ^[Marr 16-36] (referred to here as C17 "Dux"). - **Began writing his memoirs.**
- 18.) 1790 May/August (C17 470) Dux - **Dresden** - **Sagan** - **Dresden** - Dux. Sojourn until August in Dresden. Print of "Solution du problème déliaque". - Trip to Sagan: his letter to Antonio Collalto of 2nd July 1790 from Dresden.
- 19.) 1791 May (C17 150) Dux - **Dresden** - Dux.
- 20.) 1791 September (C17 240) Dux - **Prague** - Dux. On the sixth: coronation of Leopold II. - 31. 12. 1791 - May 1793: Casanova stayed at **Oberleutensdorf** (Count Waldstein's textile factory, close to Dux). September 1792: Visit by L. Da Ponte.
- 21.) 1795 Sept.-Dec. (K 805) **Töplitz** - Leipzig - **Weimar** - Leipzig - **Berlin** - Dresden - **Dux**. With his beloved whippet "Mélampige II". In December, when he was in Dresden, his brother Giovanni died. [Cf. Marr 16 K 2, list of luggage and things for the journey. Weimar: Ligne, *Fragment sur*

Casanova.]

22.) 1796 June? (K 860) Dux - **Wien** - Dux. This journey mentioned by Meissner (information by [Helmut Watzlawick](#)). Presumably he met his brother Francesco when painting the famous [portrait](#).

23.) 1796 September (K 150) Dux - **Dresden** - Dux. He met his old friend Antonio della Croce, and Montevecchio [Marr 8-102: Teresa Casanova's letter of 8th September 1796].

24.) 1797 March/April (K 370) Dux - Prague - **Dresden** - Dux. In Prague he met Meissner's grandfather. In Dresden print of "Lettre à Léonard Snetlage".

Thomas Nugent: Manners of Travelling.

Excerpts from "The Grand Tour", London, 1749, 1756 and 1772.

[Bold print and annotations between [] are my own.]



I. Manner of travelling in Holland.

(Vol.I,p.48 f.) The usual way of travelling in Holland, and most parts of the United Provinces as well as in a great many provinces of the Austrian and French Netherlands, is in Treck-scoots, or Draw-boats, which are large covered boats, not unlike the barges of the livery companies of London, drawn by a horse at the rate of three miles an hour; the fare of which does not amount to a penny a mile [0.62 d./km *] (...). When you are advanced a little above half way, a fellow comes round with a hat and collects the money; so that if any accident should happen, that he cannot carry you to your journey's end, he is still sure of his hire, and leaves you to procure another conveniency. (...). There is scarce a town in Holland but one may travel to after this manner every day; and if it be a considerable place, almost every hour, at the ringing of a bell; but they will not stay a moment afterwards for a passenger, tho' they see him coming. (...).

There is also another carriage, which goes from most of the principal towns, and is called the post-waggon: it is pretty light, so as to be generally drawn only by three horses, and is as expeditious as our stage-coaches. (...).

(Thomas Nugent's travellers' guide is one of the best of many books of this kind in the 18th century. - Photo: PG.)

The canals, causeys, bridges, and highways, are always kept in excellent repair, which contributes to the cheapness of carriage, and consequently renders all commodities more reasonable. (...).

As to the inns and public houses on the road, a person is sure to meet with clean linen, and soft beds; but their bedsteads, or rather cabins in the sides of the wall, are placed so high, that a man may break his neck, if he happens to fall out of them. Besides, a traveller must be content to lie with half a dozen people, or more, in the same room, and be disturbed all night long, if the churl of a landlord pleases to have it so. It is true, in the cities you are accommodated in a genteeler way. There is no disputing with a Dutch inn keeper (...). For this reason I should generally prefer to be accommodated in an English house, because (...) I have the pleasure of having victuals dressed after the English way; as also of laying out your money with countrymen, and of having to do with reasonable people.

II. Manner of travelling in Germany.

(Vol.II,p.66 ff.) Travelling is cheaper in Germany than in most parts of Europe. The accommodations in general are very indifferent upon the road, as well in respect to provision as lodging; very few public houses (except in some provinces, as Saxony and Austria) being provided with regular entertainment for passengers. Clean straw is the best bedding one can get in a great many places, especially in Westphalia, where people of all ranks, men, women, and children, lie promiscuously together. In their houses one seldom sees a fire, except in the kitchen; but their rooms are heated by a stove or oven, to what degree they desire. There is one thing very particular to them, that they do not cover themselves with bed-cloaths, but lay one feather-bed over, and another under. This is comfortable enough in winter, but how they can bear their feather-beds over them in summer, as is generally practised, I cannot conceive.

I remember to have heard in Germany, a story in relation to this subject, that has somewhat in it very entertaining. When the French protestants were obliged in the last century, to quit their country, the Swiss, in particular, received those who took shelter among them with the greatest hospitality. Some poor Frenchmen being conducted to their bedchamber, one of them espying a feather-bed over, and another under, imagined that there was a design to make them lie one upon another for want of room. Upon which he addressed himself to the servant, and desired him to choose one of his lightest companions to put over him, alledging that he was not accustomed to lie in this manner.

There is no country in Europe, where the post is under better regulation than in Germany. The common way of travelling is in machines, which they call post-waggons, and very well deserve that denomination. These are little better than common carts, with seats made for the passengers, without any covering, except in Hesse Cassel, and a few other places. They go but a slow pace, not much above three [English] miles an hour, and what is still more inconvenient to passengers, they jog on day and night, winter and summer, rain or snow, till they arrive at the place appointed. In winter when the cold is very severe, the postilion stops pretty often, when he can get to a public house, where it is customary for passengers to light and warm themselves in the stove, and call for a glass of brandy, or a pot of coffee, for there is seldom any thing else, in a great many parts, to be had for love or money. (...). As for such as are able to afford the expence, they should buy a chaise or chariot for themselves, and hire post-horses, which is travelling, as they call it, by the extraordinary post [Extra-Post]. This is infinitely the better way (...).

The roads in general are very indifferent, which makes it downright misery to travel in bad weather. (...). Hence the post-waggons themselves are a whole day, very often, without advancing above eighteen miles. Notwithstanding the post-waggon travels night and day, and sometimes through large forests, when they are loaded with money and things of great value, and the passengers and postilion are frequently asleep, yet one scarce ever hears of robberies, and much less of murders.

There are no post-waggons in the hereditary provinces of the house of Austria; but travellers are obliged either to hire chaises of the post-office or of other people, or to buy chaises of their own. (...).

III. Manner of travelling in Italy.

(Vol.III,p.36 ff.) There is no country in Europe where travelling is attended with so much pleasure and improvement as Italy. We need not here enlarge on (...) this happy region (...). Company is generally agreeable in travelling (...). But 'tis very improper to travel in large companies in Italy, for the inns are generally so very miserable, that oftentimes they can find neither beds nor provisions when the company is too numerous. To prevent therefore the inconveniencies of a bad lodging, those that do not carry a complete bed with them, ought at least to make a provision of a light quilt, a pillow, a coverlet, and two very fine bed-cloths (...)

or (...) to travel with sheets, and upon coming to an indifferent inn, where the bed may happen to look suspicious, you may call for fresh straw, and lay a clean sheet over it. (...).

The best way of travelling in this country is (...) to have a calash of your own (...). A person may provide himself with horses to draw his calash, either by post, or by way of cambiatura or ordinary travelling.

IV. Manner of travelling in France.

(Vol.IV,p.19 f.) Travelling is no where more convenient than in France, with respect as well to carriages, as accomodations on the road. Where there is conveniency of rivers, they have water carriages, which are large boats drawn by horses. Their land carriages are of four sorts, viz. post chaises, the carosse or stage coach, the coche, and the diligence or flying coach. Their post-chaises are made much in the same manner than ours, and are to be had, at a minute's warning, all over the kingdom. (...) The post-stages are seldom above one post and a half, or two posts long, and then you change both horses and postilion.

The carosse is not unlike our stage-coach, containing room for six passengers, but does not move so quick, and is more embarrassed with goods and baggage. The coche is a large heavy machine, which serves the use both of waggon and coach; it is long-shaped, and provided with windows at the sides, containing generally sixteen passengers, viz. twelve in the body of the coach, sitting two a-breast [sic], and two each side, at the door of the entrance, a seat being provided there for that purpose. (...). The Diligence (...) differs from the carosse (...) in little else but in moving with greater velocity. It is used chiefly in travelling from Paris to Lyons, and from Paris to Brussels, and has its fixed prices.

With regard to provisions on the road (...), with the stage-coach, your meals are generally regulated at fixed prices, as with us; your entertainment is exceeding good, and the whole expence seldom exceeds five or six livres [50 or 60 d.*] a day.

[* d. = the English Penny; cf part XVI, "Mr Nugent's rates of exchange"]



THE CASANOVA TOUR by Pablo Günther



([Contents](#)) **Part II:**

POSTING, ALPINE PASSES, SHIPS: Casanova and Travelling in the Century of the Grand Tour.
(continuation of [part I](#) :) [The Post: National Peculiarities](#) - [French Regulations for Travelling Post](#) - [Costs](#) : [Six thousand Posthorses](#) / [1 Posthorse](#) / [Stage-Coaches](#) / [Carriers](#) / [Hired Carriages](#) / [Cambiatura](#) / [Taxis](#) / [Purchase of Carriages](#)- [Rich and Poor Private Carriage Travellers](#) - [Speeds](#) - [Roads](#) - [Alpine Passes](#) - [The Mont Cenis](#) - [Ships](#) . ([Part III](#) : Travelling Carriages)

The Post: National Peculiarities.

Around 1725 most of the European states had their own national posts but there were a few exceptions and peculiarities:

In **Switzerland**, there were different private post companies which did not rent horses to travellers. **Casanova** states briefly (GmL, vol. VI, p.98) : "in Switzerland, there were no posts". Nevertheless, he could drive in his own carriage through the country, evidently providing himself with horses from carriers.

The official post of the **Holy Roman Empire** was the *Thurn und Taxis Reichspost*, founded in 1490. This company provided the South, the West, some middle states and the Austrian Netherlands. Austria, Prussia, Saxony, Hessen - Kassel, Hannover, Brunswick, Mecklenburg and larger Empire- or Hansa-cities had their own state posts.

In **Italy**, there were six large state posts:

1. The Austrian Post, which provided the Duchies of Milan, Mantua and Tuscany;
2. The Roman Post of the Ecclesiastical State;
3. The Post of the Kingdom of Sardinia (Savoy, Piedmont);
4. The Post of the Kingdom of Naples;
5. The Post of the Republic of Genoa;
6. The Post of the Republic of Venice.

In addition, there were the smaller posts of Modena and Parma, as well as the Thurn und Taxis Reichspost (also called "Flandrian Post") in some other cities.

French Regulations for Travelling Post.

I give here an excerpt from the "Extraits des Règlements sur le Fait des Postes" of the 1781 guide of post stations "Liste Générale des Postes de France" (italics, "postillon" and the &: original writing). The regulations of most countries' post companies were similar to the French.

Weights & loading with trunks, suitcases, boxes & porte-manteaux.

Two-wheeled carriages, with thills (*brancard*); and those on four wheels, with a single seat,

having shafts (*limonière*), must not be loaded at the rear with more than a hundred pounds (*livres*), & at the front with more than forty.

Every *Courier à franc étrier* [at a gallop; that is here a person accompanying a private carriage, e.g. **Casanova's** servant Le Duc as fore-rider], can only load his saddle-bags.

The *Couriers en guide* [these are single travellers] cannot transport with them a wooden box but only a porte-manteau of at most fifty pounds; which must not be loaded on the croup by the postillon.

Number of horses & postillons necessary to couriers.

Every Courier at a gallop who is not accompanying a carriage, must engage a mounted postillon to serve him as a guide [like **Casanova** did when riding from Pont-de-Beauvoisin to Lyons].

One postillon can guide five couriers at a gallop; if there are six, they have to engage a second postillon.

The number of horses to be paid for must be equal to the number of passengers in the carriage, whether travelling behind or on the seat, (...) as explained in detail in the following:

Two-wheeled carriages, with thills.

Carrying one person, they must be guided by one *postillon* & harnessed to two horses [like **Casanova** in his several chaises de poste].

Two persons: one postillon, three horses.

Three persons: one postillon, three horses, but one has to pay for four.

Four persons: one postillon, three horses, but one pays for five.

(...)

The cabriolets called *à soufflets* & all others without glass-windows, if they carry a single person, should not be harnessed to more than two horses, and guided by one postillon.

Four-wheeled carriages, having a single seat and shafts.

Carrying one or two persons, without luggage, they should be guided by one postillon & harnessed to three horses.

Two persons, with suitcase & porte-manteau, required two postillons and four horses.

Three persons: two postillons, four horses, but to pay for five.

Four persons: two postillons, six horses.

Four-wheeled carriages, with poles.

Carrying one or two persons, should be guided by two postillons & be harnessed to four horses [like **Casanova** in his several coupés].

Three persons: two postillons, four horses, but to pay for five.

Four persons: two postillons, six horses.

Five persons: two postillons, six horses, but to pay for seven.

Six persons: three postillons, eight horses, but to pay for nine.

(*Ordonnances du 28 Novembre 1756.*)

Prices of horses.

Throughout the Kingdom, all persons of whatever *qualité & condition*, must pay before leaving the post station, twenty five sols per post for every horse, for whatever use it is required [12.5 Pence (d.); 1.38 d. per kilometre]. (*Ordon. des 8 Déc. 1738 & 28 Nov. 1756*) See the *calcul*:

CALCUL proportional de ce qui doit être payé par les Couriers aux Maitres des Postes.

DISTANCES.	Nombre des Chevaux & le Prix conséquent.									
	1	2	3	4	5	6	7	8	9	10
<i>Demi-Poste.</i>	l. f. d. 12 6	l. f. 15	l. f. d. 17 6	l. f. 20	l. f. d. 22 6	l. f. 25	l. f. d. 27 6	l. 30	l. f. d. 32 6	l. f. 35
<i>Poste.</i>	l. f. 15	l. f. 20	l. f. 25	l. 30	l. f. 35	l. f. 40	l. f. 45	l. 50	l. f. 55	l. f. 60
<i>Poste & demis.</i>	l. f. d. 17 6	l. f. 22 6	l. f. d. 27 6	l. f. 32 6	l. f. d. 37 6	l. f. 42 6	l. f. d. 47 6	l. 52 6	l. f. d. 57 6	l. f. 62 6
<i>Deux Postes.</i>	l. f. 20	l. 25	l. f. 30	l. 35	l. f. 40	l. 45	l. f. 50	l. 55	l. f. 60	l. 65
<i>Deux Postes & dem.</i>	l. f. d. 22 6	l. f. 27 6	l. f. d. 32 6	l. f. 37 6	l. f. d. 42 6	l. f. 47 6	l. f. d. 52 6	l. 57 6	l. f. d. 62 6	l. f. 67 6
<i>Trois Postes.</i>	l. f. 25	l. f. 30	l. f. 35	l. 40	l. f. 45	l. f. 50	l. f. 55	l. 60	l. f. 65	l. 70
<i>Trois Postes & dem.</i>	l. f. d. 27 6	l. f. 32 6	l. f. d. 37 6	l. f. 42 6	l. f. d. 47 6	l. f. 52 6	l. f. d. 57 6	l. 62 6	l. f. d. 67 6	l. f. 72 6
<i>Et quatre Postes.</i>	l. 30	l. 35	l. 40	l. 45	l. 50	l. 55	l. 60	l. 65	l. 70	l. 75

Table of prices for post horses. "Liste Générale des Postes de France", Paris 1781. - Photo: Museum Achse, Rad und Wagen, Wiehl.

Postes Royales.

When entering & leaving the cities of Paris, Versailles & Lyons, even during the absence of the King, the first post costs double (...).

Traverse.

Post-masters are forbidden to guide Couriers [travellers] more than four leagues [4 lieues = 18 km] in the traverse [off the post road] (...).

Embarquements.

When *Couriers* leave a post station to embark upon a riverboat, the leaseholders of the water *Coches & Diligences*, or the ferrymen of the towns where these postes are situated, are forbidden to embark the said couriers without payment of three livres to the postmasters for every person, whether master or servant.

Couriers are regarded as those who embark Berlines or Chaises, saddles or boots. (Ordonnances des 19 Aout 1735 & 15 Avril 1746.)

Chevaux de Malle, de Service ou de Diligences.

Travellers are forbidden to take away, *par ruse ou par violence*, horses destined for use with freight-wagons, stage-coaches, or even those which the postmasters have been ordered to reserve.

Police.

Couriers at a gallop are forbidden to use their own bridles.

They must not overtake the postillon; all postmasters are forbidden to supply horses to accompanied Couriers arriving without their postillon (...).

Fore-riders have to stay at the post station until their master's carriage has arrived.

It is forbidden to ill-treat the servants, the postillons, or the horses (...).

Postmasters are not allowed to supply horses for a carriage drawn by horses not belonging to the post.

Travellers cannot force a postillon to go more than one post (stage).

Travellers have to be served in the order in which they arrive at the post.

Postmasters are forbidden to employ postillons less than sixteen years old.

The costs for turnpikes, ferries, bridges & at custom-houses have to be paid by the travellers & are separate from the price of the courses.

Costs.

The payment for travelling post was calculated by "posts" or "stages", the distances between two stations or relays. They differed in each country:

England: **8.0 km**, 5 English miles, or 1 "(post-)stage".

France and Holland: **9.0 km**, 2 lieues / French miles, or 1 "poste".

Russia: **10.7 km**, 10 versts, or 1 post.

Italy: **12.0 km**, 8 Italian miles, or 1 "posta".

Germany: **15.0 km**, 2 German miles, or 1 "Post".

Example: when the real distance between two post stations (the post-stage) in France was 3 miles, instead of the usual 2, one had to pay for "one and a half posts". Nugent states (vol.IV,p.17) : "The post-stages are seldom above one post and a half, or two posts long."

Exceptions: Holland and the countries in the north of Germany calculated in their miles.

To give an idea of the costs involved, these distances have been converted into kilometres and the prices into a single currency (here the **English Penny (d.)** of the eighteenth century which had about the same purchasing power like the Euro in 2002 (cf "Currencies").

Thus, a seat in a stage coach cost between 1 and 2 Pence per kilometre, and the hire of one post horse from 1.38 to 3.33 d., according to the country.

This was very expensive: for **only 2 kilometres** in a German stage coach, one had in 1766 to pay about as much as for a kind of "Big Mac" in Hase's cook-shop in Berlin, namely 2.70 d. (cf again "Currencies", costs in Berlin).

Today (April 2002), for the same price as for a real Big Mac (2.70 Euro), one can use the German railway over 19 kilometres; or one can buy in Germany enough petrol for a small car to travel about 40 kilometres.

Casanova, who most of the time had to hire 4 post horses with his travelling carriages, would on the average have only been able to travel 350 metres for that account of money (2.7 d.)...

Six thousand Posthorses.

Until 1774 (period of the memoirs), when using the services of the travelling or "driving post" (in German: Fahrpost), **Casanova** took stage coaches only 22.3 per cent of the total distance, while for **77.7 per cent** he travelled **posting** (German term: Extra-Post), that means with his own (C 1-14), hired (L), or his friends' (K) carriages, hiring post horses.

Extra-post travellers could additionally use post roads where stage coach lines did not operate, but which had a mail service.

In those times posting was the most comfortable, but also the most expensive, method of travelling, equivalent today to flying in a private aeroplane.

Altogether (that means until 1798), in his own or hired travelling carriages, **Casanova** covered 30,665 kilometres.

On average, he had to take 3.6 posthorses which were exchanged after - again on average - 18 kilometres. Thus, he paid about 250,000 Pence (converted) when changing horses 1,704 times for **6,134** of those post horses...

Costs for 1 Posthorse.

English Pence (d.)

France (Liste générale, 1781): per post 25 sols; per km:
1.38

Ecclesiastical State, Parma, Milan (Nemeitz, 1726): per post 4 Paoli; per km:
1.92

Venice (Mead, 1740): per post 4 French livres; per km:

3.33

Tuscany (Smollett, 1764): per post 3 Paoli; per km:

1.50

Prussia (Nicolai, 1769): per mile 9 grosses incl. postilion; per km:

2.16

Austria & Bohemia (Nugent, 1756): 45 creitzers per stage,
and 20 cr. to the postilion; per km

2.16

Franconia, Suabia, Rhine-countries (Nugent, 1756): 60 cr.

plus 20 cr. to the postilion; per km

2.64

Netherlands (Mead, 1792): per English mile 5 pence incl. postilion; per km

3.12

(average per km: 2.28)

Stage-Wagons and Stage-Coaches.

To distinguish between simple open carriages ("wagons") and more comfortable closed carriages ("coaches").

1 seat in the "Newberry flying stage coach" (The Daily Post, 27-4-1727)

London - Newberry 9 Shillings; ./ 100 km = per km:

1.08

1 seat in the (large freight) "coche" (Nugent, 1756) **Paris - Versailles** 25 sols; ./ 20 = per km:

... 0.62

1 seat in the "stage-coach" (Nugent, 1756) **Paris - Lyons** 75 livres; ./ 460 = per km:

..... 1.63

1 seat in the "ordinary post-waggon" (Nugent, 1756) in **Germany** "somewhat

less than 2 pence every English mile", plus 2 grosses for the postilion per post; per km:

..... 1.49

ditto, **Prussia**, per German mile (Nicolai, 1769): 6 grosses; per km

1.49

1 seat in the "post-waggon" (Nugent, 1756) **Rotterdam - Antwerp** 9 gilders 9 stivers; per

km: ... 1.86

Carriers.

A carrier was called in France "voiturin", in Italy "vetturino" (or Procaccio in Venice) and in Germany "Landkutscher". Everywhere in Europe carriers complemented the services of the post stations. They were not allowed to hire post horses but had always to use the same mules or horses; in consequence their speed was very slow.

Venice (J C Goethe, 1740): 2 persons including food, per day

and about 50 kilometers, 1 Sequin; per km:

2.22

Piedmont (**Casanova**, 1762): 2 persons, Geneva - Mont Cenis

(expensive!) - Turin 8 Louis d'or; per km:

6.00

Hired Carriages.

Travelling carriages and horses were usually hired from post-stations, and town carriages from private entrepreneurs.

France (**Casanova**, 1763): basic price (without horses) Paris - Lyons 144 Francs; per km:

..... 3.13

Paris (Martyn, before 1770): Hire for a town coach per month 12 Guineas; per day:
96.00

Rome (Nugent, 1756): Hire of a "coach and a pair of horses" per month 11 Pistols; per day: ...
66.00

Cambiatura.

The Cambiatura was a system in use in north and middle Italy whereby Ministers of the Post, accorded travellers who requested it, the privilege to save on costs by hiring post carriages which, to the discomfort of the traveller, had to be exchanged at every stage. In Venice this system was known as the "Bollettino". Casanova's friend Simone Stratico stated (p.66) that he saved one third of the usual fees in Milan in 1770. If postillions were required, they had to be paid for out of a traveller's own purse.

This privilege began a long tradition; up until 1991 tourists travelling by motorcar in Italy could buy in their own country credit notes for petrol subsidized by the Italian Government.

Tuscany (Smollett, 1764): per post and 2 horses 10 Paoli; per km: 5.0

Piedmont (Smollett, 1764): ditto, 5 1/2 livres; per km: 4.6

Venice (Sharp, 1765): per post and 4 horses 7 shillings 3 pence; with 2 horses, per km:
3.6

Taxis.

Carriages and their coachmen for hire, licensed by the city governments. They were called e.g. hackneys, fiacres or Droschkes. First established in Rome at the end of the 16th century (Wackernagel, in: Treue, p. 213), after a few decades they also appeared in London, Paris, Vienna, Berlin, and many other cities.

Paris (Casanova, 1759): fiacre (no specification) 24 sols = 12.0

Berlin (Nicolai, 1766): "Rate of the hired [hackney-] coaches or Fiacres":

"For a ride within the towns of Berlin, Cölln and Werder": 4 Gr. = 7.2

From here in the nearest suburbs: 5 Gr. = 9.0

Waiting period: 1. hour: 8 Gr. = 14.4

2. and further hour: 4 Gr. = 7.2

[as comparison: waiting period in 2002: Euro 18,- per hour]

Purchase of Carriages.

Paris & Calais (Smollett, 1763): a second-hand **travelling coach**: 35 Guineas
..... 8,400

Lyons (Casanova, 1763): a second-hand two-wheeled French **Chaise de Poste**: 40 Louis d'or
.. 9,600

Rome (Nemeitz, 1725): a new, simple **sedia** (two-wheeled "Italian chaise"): 30 Scudi
..... 1,800

Cesena / Bologna (Casanova, 1749): a second-hand **English Post-Chariot**:

200 Roman Sequins =
21,600

Bologna (Casanova, 1772): a second-hand (English?) **coupé**: 300 Roman Scudi
18,000

Geneva (Casanova, 1762): a second-hand **English Post-Chariot**: 100 Louis d'or,
plus a coach worth about 6,000 d.

30,000

Berlin (Nicolai, 1781): a new travelling "**Vienna Carriage**", a four-wheeled four-seater, open: 70 Ducats

8,400

Mainz (**Casanova**, 1783): a second-hand four-wheeled and two-seater **chaise**: 5 Louis d'or 1,200

London (Goodwin, 1756 - 1799): **new Post-Chaises and Post-Chariots**, with basic equipment: prices around 100 Guineas

24,000

luxury model: at most 200 Guineas

48,000

London (Lamberg [Marr 2-71], 1790): **State-coach** for the Empress Katharina II, made by John Hatchett: 6.000 Rubel

324.000

London (La Roche, 1785): **State-Coach** for the Nabob of Arcot, made by Hatchett: 5,000 Guineas

1,200,000

Rich and Poor Private Carriage Travellers.

A rather rare method of travelling was always using the same carriage-horse(s). In this way, travelling very slowly, Mozart's most famous librettist, **Lorenzo da Ponte**, and his wife **Nancy** arrived at Dux in 1792, to see their old friend **Casanova**. Together they drove to near Teplice where the carriage broke down and had to be sold. Casanova acted as agent achieving a price of 60 piastres (3,600 d.), keeping back for himself a commission of 2 Sequins or 6% (220 d.) to pay for his return journey.

(Da Ponte continues (p.122 f.) : "He added, because he would not be able to give me back the two Sequins, just as he could not repay his old debts of some hundreds of florins [some 3,000 d.], he would like to give me, in thanks for that, three pieces of advice which were of more value than all the treasures in the world.")

In complete contrast, **Casanova's** master at Dux, the horse-mad **Count Joseph Charles von Waldstein**, used to travel between Prague and Vienna in 1796. In doing so he did not only rely on post-stages but additionally could fall back on **stages of his own** which involved the use of **36 horses**. This was a practical measure for quick driving because - as another friend of **Casanova**, the eighteen year old **Prince Charles Joseph von Clary - Aldringen**(photo: M Leeftlang) of Teplice, wrote in his diary* on 23rd June 1796 - the Count was on the road with two coaches harnessed to six and two horses.



However, even that did not reach the height of luxury travel. Three days later (26th June) **Clary** noted in his diary:

"We set out from Prague at nine thirty. At Schlan we dined; there we met the cook of **Madame [Countess Wilhelmine] de Lichtenau**, who prepared the meal for her. Neither Semiramis nor Cleopatra travelled with such a display like Madame de L. She needed **18 horses at each stage**; her cook and a courier always riding ahead, because she must find everywhere a meal like she had at home. Her

cook dished us up some *petits plats parfaits, de biscuits et d'oranges*. She is on her way from Italy where she had spent almost a year, until she thought it prudent not to wait in Venice for the arrival of the French [Army under General Napoleon Bonaparte], but to return to Berlin. In Vienna she stayed eight days. It is said that the King [Frederic William II. of Prussia] sent her for the return journey 26,000 Thalers [1,404,000 d.]."

(Photo: The "Prussian Pompadour", Wilhelmine Countess of Lichtenau. Painting (detail) by Angelika Kaufmann, Naples 1795/96. From: E Cyran, Preußisches Rokoko, Berlin 1979. Photo: PG.)

* Lolo. Le Journal du prince Charles Joseph Clary- Aldringen. Ed. by M. Leeftang, Utrecht 1995.

Speeds.

Only on one occasion did **Casanova** complain about a bad road; that was between Magdeburg and Berlin when he was angry about the loss of time. In contrast, he praised the "excellent" roads in France and Italy, which enabled him to travel fast. Driving day and night in his own carriage, he covered up to 240 kilometres in 24 hours.

Stage-wagons were much slower. The quick ones achieved a speed of, at most, 5 km per hour, the slowest only 2 km/h.

As a rule of thumb I propose a comparison: Private drivers, who were on the road 12 hours **a day**, covered as much or as little ground as we would today in **one hour** - then as nowadays, the speed depended on the road conditions, the carriage, the money and other individual factors.

Roads.

Four countries had some **highways** (causeways, chaussées; fastened artificial roads): France, England, Italy, and all the United Netherlands (Holland) which had many highways, together with a great network of waterways. Other countries began chaussée building only at the end of the century, or later.

Driving on unmade roads was often dangerous because of the ruts caused by the wheels.

Casanova wrote (HL,vol.VIII,p.237) :

"For my part, accustomed to being overturned, I suffered no damage. It depends on the position one assumes. Don Ciccio may have hurt his arm because he put it outside [the door-window]."

As today, on many motorways, it was necessary to pay a toll/turnpike for using the roads.

Alpine Passes.

In the Alps, the first **road** over a pass, which was broad enough and not too steep for carriages, was built in 1387. This was the Roman Septimer Pass near St. Moritz which connected Chiavenna (or Milan) with Chur (the Romans had excellent carriage roads but only mule tracks over the high passes).

Casanova crossed five passes in different parts of the Alps:

year* **name** *height (meters)* connections (**Casanova's** crossings)

1728 .. **Semmering** 900 Vienna - Graz (3)
1772 .. **Brenner** 1,374 Innsbruck - Bolzano (2)
1782 .. **Tenda** 1,871 Nice - Turin (1)
1803 .. **Mont Cenis** 2,083 Lyons - Turin (6)
1905 .. **Grand Saint Bernard** 2,473 Lausanne - Turin (1)

[* year of road-building]

Apart from the Semmering (and the Brenner in 1783), **Casanova** found only **mule-tracks** on the passes. Travellers usually let themselves be carried by "mountaineers", horses or mules. Stage coaches or other commercial wagons, were left back at the foot of the mountain. Private carriages were taken to pieces and transported over the pass; **Casanova** went through this routine on six different occasions.

* * *

The Mont Cenis.



For thousands of years Mont Cenis was the most important pass of the Western Alps. It was considered the easiest to cross (cf Michel de Montaigne, in the year 1581) and for this reason Grand Tourists almost always chose this pass on their journey from France (Lyons) to Italy (Turin).

Already **Hannibal's** army took this pass (cf Josias Simler, Die Alpen, Zürich 1574, ed. by Deutscher Alpenverein 1984, Carta Verlag, p. 88 ff.).

The age of the "carried chairs" and dismantling of carriages came to an end when Napoleon I allowed a road to be constructed, which remains to this day.

(Photo: Two "mountaineers" carrying a tourist down to Lanslebourg. - Drawing by J. Keats, about 1780, from: Brilli, Il Viaggio in Italia.)

Then, in 1869, the **Mont Cenis Narrow Gauge Railway**, imported from England (Fell Company), between Susa and Modane, was opened - the only railway ever built over such a high alpine pass. Only two years later, the construction of the present railway line between Lyons and Turin was completed and the trains passed through the nearby tunnel of Fréjus. This quicker route immediately led to the bankruptcy of the mountain railway - a remarkable example of bad planning.

Returning to the old "golden" days of travelling, I should like to show how I imagine - following my own experience - travellers crossed the Alps using the mule track over the Mont Cenis.

By the time they reached **Lanslebourg**, the last post station on the west side, travellers had already been climbing slowly along the river Arc to a height of 1,400 meters. From there to the **top of the pass** (2,083 m) they were either carried, sitting comfortably in a chair, by two or more mountaineers, or they had to walk a further six kilometres which took about one and a half hours. Travelling in the opposite direction, when there was snow, they could enjoy a fast sledge ride of seven or eight minutes down the mountain; many travellers returned to the top to repeat this exhilarating experience. Beyond the top of the pass was a **high valley**, seven kilometres in length, containing a post station, a hospice and, at the end, the village of **Grand Croix** (1,850 m) - the only settlement which did not disappear into the waters of the reservoir. From there travellers began the descent of eight kilometres, following the creek Cenischia via the little village of **Ferrera Cenisio** (1,450 m) to the post station at **Novalesa** (830 m). This stretch of the way was not so comfortable as numerous rocks did not allow the use of sledges. At Novalesa, travellers again boarded a stage-coach, their carrier's chaise, or their own reassembled coach, and drove to the nearby town of **Susa**, the first proper Italian town with a Roman arch and other ancient buildings.



The village of Grand Croix, the only surviving settlement on the Mont Cenis. In the background is the wall of the reservoir. - Photo: PG.

Ships.



Antonio Canal was working on his painting "Il Bacino di San Marco" (here a cutting) just at the time when nine year-old **Casanova** set off for his first journey. This happened on a postboat called **Il Burchiello**, going on board at the Piazzetta, crossing the lagoon to Fusina and from there being towed (drawn by horses) on the river Brenta to Padua. There was no Grand-Tourist who did not praise this comfortable conveyance in his letters. - Museum of Fine Arts, Boston. From: Briganti, Glanzvolles Europa. Photo: PG.



Il Burchiello today. As in Casanova's time, passengers can enjoy the view of the magnificent villas on the riverbanks of the Brenta. Here the boat is passing Mira on its way to Padua (Photo left: PG). - The **lock of Dolo**, painting by Antonio Canal. Today the house in the lock contains a restaurant.



A model of a **felucca**, in the Museu Maritim at Barcelona. This was a coastal ship used everywhere on the Mediterranean Sea. **Casanova** took some between Antibes, Genoa and Lerici. - Photo: PG.



As a cadet in the Venetian Army, the sixteen year-old **Casanova** voyaged as far as Constantinople on board a **galley**. - An exact copy of the galley used by Don Juan d'Austria at the sea-battle of Lepanto (1571). Museu Maritim, Barcelona. Photo: Pere Vivas.



German **Ferry**. Cutting of a view of Speyer on Rhine by Matthaeus Merian, about 1640. - Photo: PG.



Draw-boat and stage coach meet on a bridge in France. E. g. in 1760, **Casanova** took such a boat on the rivers Isère and Rhone from Grenoble to Avignon (his travelling carriage was on board, too). - From: L'Indicateur Fidèle, Paris 1764 (cutting). Deutsches Postmuseum Frankfurt a.M. - Photo: PG.



168 - Dover-Calais packet 'King George' (Model at Dover Museum VM No 107) July 1815, March 1816, p. 101 (from photograph in color detail)
 Photo: Victoria & Albert Museum, London



Between Calais and Dover, **Casanova** used or chartered **postboats**, also called **packetboats**. - *Picture in black and white*: "King George Packet Boat (Dover - Calais)", about 1650, model at Dover Museum. / *In Colour (full size and detail)*: "Dover-Calais Packetboat about 1815", recent painting and copyright by the English artist **John Groves RSMA** (Royal Society of Marine Artists) [<http://www.johngroves.org>]. Thanks to Hector Zerbindo and Derek Oakes for sending these excellent pictures.



THE CASANOVA TOUR by Pablo Günther



([Contents](#)) **Part III:**

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TRAVELLING CARRIAGES.

*"You mean," Marcolina asked me,
"to give me your carriage too?"
I could not answer.
I pretended to blow my nose,
and I went to the window to dry my tears.
Giacomo Casanova, History of My Life.*



These pictures reminds one of the horses used for travelling - the **post horses**. Before the age of railways and motorcars, fast travelling without horses was impossible. **The system of changing horses at every stage** meant that **Casanova** probably paid for and used over 6000 individual horses when he travelled in his own carriage.

Top: Stage-coach, Southern Germany, about 1780. Painting by Christian G Schütz. - Bottom: Napoleon I and his English Post Chariot in 1813/14. - Photos: PG.

Carriages mentioned by Casanova.

In Casanova's History of my Life - written in the French language - he makes reference to almost all types of carriages of his time.

No. Year* **Type of carriage** Wheels/Seats Location

Commentary

[* The year in which the type is mentioned for the first time.]

[Capital letters: own carriages.]

1. 1742 **Calèche à 2 roues** 2/2 Venice
folding top
2. 1744 **Carosse Coupé** 4/2 Rome / Cologne 1760
closed; one perch (cf. 8. berlin)
3. 1744 **Phaéton** 4/2-6 Rome / Turin 1761
open, "calash without top"
4. 1744 ... **Vis - à - vis** 4/2 Rome
closed or open; two seats face to face
5. 1749 ... **VOITURE ANGLAISE** 4/2 Bologna
English Post Chariot / Post Chaise; closed or convertible
6. 1749 ... **Chariot de poste** 4/x Bologna;
- 1764 ... Chariot de poste 4/x Germany
stage wagon
7. 1750 ... **Chaise;** 2/2 Ferrara;
- 1750 ... **barelle de poste / petit chariot** 2/2 Padua
Sedia; closed or half open
8. 1750 ... **Berlin** 4/4 Ferrara
closed; two perches (cf. 2. & 18. carosse)
9. 1750 ... **Diligence** 4/8 France
"Flying" stage coach
10. 1750 ... **Diabie** 4/2 Paris
a sort of calash, without a coachman's seat
11. 1750 ... **Cabriolet** 2/2 Paris
open or folding top
12. 1757 ... **Pot de chambre** 2/1-2 Paris
hired carriage, Fiacre
13. 1758 ... **CHAISE DE POSTE** 2/1 France
closed; steel springs
14. 1758 ... **Calèche à 4 roues** 4/4 Amsterdam / Lyons 1763
folding top over the 2 rear seats
15. 1760 ... **Chariot de poste** 4/2 ? Stuttgart
16. 1760 ... **VOITURE OUVERTE** 4/4 Zürich
open; four seats face to face
17. 1761 ... **Mantice** 2/2 Naples
Italian chaise; Cabriolet; folding top
18. 1761 ... **Landau** 4/4 Rome
convertible open / closed
19. 1763 ... **Carosse** 4/4 Milan
closed; one perch (cf. 8. berlin)
20. 1763 ... **SOLITAIRE** 2/1 Lyons

Chaise de Poste

- 21. 1764 ... **VOITURE A QUATRE ROUES** ... 4/2 Wesel
travelling coupé: presumably an English Post Chariot.
- 22. 1764 ... **SCHLAFWAGEN** 4/2 Riga
Russian house-carriage
- 23. 1770 ... **Carozzino** 4/4 ?..... Rome
- 24. 1771 ... **COUPÉ** 4/2 Naples
travelling carriage: presumably an English Post Chariot

----- o-O -----

Carriages in Virginia and England.

It is interesting to compare the carriages mentioned by Casanova with those which can be documented in Virginia before 1800. Carriages were imported from London, but from about 1750 onwards, were also built in America. For Casanova research it is important that we know of many other examples and owners of Post Chariots and Post Chaises, a type called by **Casanova** "voiture anglaise". In a large measure we are indebted for this to an unique world wide inventory of carriages and carriage owners made by **Mary R M Goodwin**, "Wheeled Carriages in Eighteenth Century Virginia" (Colonial Williamsburg Research Report. Williamsburg 1959).

No. Year* **Type of carriage**** Wheels/Seats ... References
Commentary

(* The year in which the type is mentioned for the first time. - ** Capital letters: type also mentioned by **Casanova**, however sometimes in a [DIFFERENT TERM].)

- 1. 1677 ... **Coach (old style)** [CAROSSE] 4/4 40
closed; from 1724 onwards also the BERLIN which however cannot be conclusively documented in Virginia (cf 6. Berlin-Coach)
- 2. 1688 ... **CALASH** 4/2-4 2
top, open on the sides; later: folding top
- 3. 1690 ... **Chaise** 4/2 34
open or folding top
- 4. 1710 ... **Chariot (old style)** [CAROSSE COUPÉ] 4/2 30
closed "half coach"
- 5. 1720 ... **Chair** 2/1-2 ... 100
open or folding top
- (6. 1724 ... **Berlin-Coach** [BERLIN] 4/4 (1)
closed)
- 7. 1743 ... **TRAVELLING CHAIR** [CALÈCHE A 2 ROUES] ... 2/2 5
folding top
- 8. 1751 ... **ITALIAN CHAIR / CHAISE** [MANTICE] 2/2 10
folding top; "Chaise à l'italienne"
- 9. 1754 ... **(Town-) Chariot (new style)** [COUPÉ] 4/2 95
English Coupé; closed or convertible
- 10. 1757 ... **POST CHARIOT** [VOITURE ANGLAISE] 4/2 39
English Coupé (with coachman's seat); closed or convertible
- 11. 1760 ... **Curricule** 2/2 4
- 12. 1760 ... **Coach (new style)** 4/4 60
English Coach; closed

13. 1761 ...	PHAETON	4/2-4	44
14. 1768 ...	POST CHAISE [VOITURE ANGLAISE]	4/2	22
	<i>English Coupé (without coachman's seat); closed or convertible</i>		
15. 1770 ...	State Coach	4/4	1
	<i>of Governor Lord Botetourt; type uncertain</i>		
16. 1770 ...	Post(ing) Coach	4/4	3
	<i>closed; high-class travelling carriage</i>		
17. 1772 ...	LANDAU	4/4	10
	<i>convertible open / closed</i>		
18. 1772 ...	Sulkey	2/2	2
	<i>open</i>		
19. 1772 ...	Whiskey	2/2	1
	<i>open or folding top</i>		
20. 1776 ...	Stage Wagon	4/6-8	9
	<i>public post carriage; closed</i>		
21. 1791 ...	Coachee	4/6-8	2
	<i>private carriage for several persons; open on the sides</i>		

Notes on the Goodwin Report.

Property tax lists in Williamsburg from 1786 until 1799 serve as a more specific inventory of equipages (Goodwin, p.xxxi):

Four-wheeled carriages: between 11 and 17 carriages; e.g. 1791: 11 Post chaises, 1 Chariot, 3 Phaetons, 1 Coach, 1 Coachee.

Two-wheeled chairs: between 16 and 28 chairs; e.g. 1791: 26 Chairs.

Horses: between 123 and 194 horses; e.g. 1791: 178 horses.

Contrary to the Goodwin-Report, I have distinguished between "old" and "new" coaches and chariots, between the carosse-type and the new English type. Around 1750, a new age in carriage-building began with the invention of the Post Chariot, a type which I call "English Coupé".

Before about **1760** the common carriages were:

Chairs and Chaises, Chariots (Carosse-Coupés) and Coaches (Carosses and Berlins).

After 1760 we find:

(improved) Chairs and Chaises e.g. Italian Chaises, Phaetons, Coaches, Chariots, Post Chaises / Chariots and Landaus, all in the new English style and with the latest technical improvements.

(Those more or less built for travelling are underlined.)

For the year **1724**, the carriage situation in Virginia, as well as in England, is clearly outlined by the Reverend Hugh Jones of London (Goodwin, p.i):

"They [the "good families" in Williamsburg] live in the same neat manner, dress after the same modes, and behave themselves exactly as the gentry in London; most families of any note having a **coach, chariot, berlin or chaise.**"

The terms "carosse" and "berlin" did not appear in Virginia; they were all just referred to as "coaches". Both started as travelling and town carriages and graduated to coaches for high ceremonial use.

Further, the title page of **Webley's** famous work, which appeared in the year when **Casanova** lived in London (1763), might be of interest for the terminology of carriages (some of his designs are on show in this book):

THE
NOBLEMAN and GENTLEMAN's
DIRECTOR and ASSISTANT,
IN THE
True Choice of their WHEEL - CARRIAGES:
BEING

Entire new Designs for Travelling-Coaches, Post-Coaches, Landaus both open
and close, Chariots, Post-Chariots, Calashes, Post-Chaises, Phaetons, and other
Vehicles, &c. curiously hung on Steel Springs.

BEING

A Work of universal use, not only to Gentlemen, but Coach-makers and Spring-makers in general.
The Wheels and Axle-trees are made of a proper Height, so as to enable the horses to draw freely and
with the greatest Ease; many a fine Horse having been totally spoiled by going up great Ascents, and all
owing to fixing improperly the Wheels and Axis.

The Whole drawn from Original Designs, executed and correctly engraved on Thirty-six Copper Plates.

LONDON

Printed for A. W E B L E Y, in Holborn, near Chancery-Lane, 1763.

Two-Wheeled Carriages.

Chair, *Chaise* and *Calash* are often interchangeable terms. The bodies were of different shapes and had different equipment. The most important were:

In Italy:

In the 17th and 18th century, a typical Italian chair or chaise was the *Sedia* (French travellers, e.g. de Brosse in 1739, called it *Chaise à l'Italienne*). This was the universal carriage for private use, the rent-a-carriage of the post stations and other companies, and the standard carriage of the carriers (vetturini). For two persons, body open, enclosed or folding top, reminiscent of a bellows, which why **Casanova** once called this chaise "Mantice".

An open *sedia* for one person was called a *Sediola*, or *Flower-pot Calessio* in Naples.



An open **Sedia** and one with a folding top, painted by Gaspar van Wittel in Rome about 1710.
- Photos: PG.

- - - In 2007, I was informed about an existing carriage:



The **Sedia** of Mr Gnechi-Ruscone, Milano. Northern Italy, between 1730 and 1750, in excellent original condition:



The box can be taken off by 4 screws. The wheels are fastened only by a pin (cf. [Transportation of Dismantled Travelling Carriages](#)). - Photos and Copyright: Carlo Gnechi-Ruscone, Inzago (MI).

There is a detailed description by *Joachim Christoph Nemeitz* in his travellers' guide "Nachlese besonderer Nachrichten von Italien", published in Leipzig in 1726, Pages 313 ff. (italics by Nemeitz):

"The journey back from Rome can be done in two ways; either again with a *Veturino*, or by Post; and with the latter, either on horseback or in a *Sedia*. (...).

You can obtain *Sedie* everywhere in Rome at the harness-makers and at *different* prices. Usually a new one, which is not made *extraordinairement* luxurious, costs about thirty *Scudi* [1,800 Pence (d.)]. Sometimes you can get one at the harness-makers or buy one *privately* which is already a little used; and these cost some *Scudi* less. However, one must *observe* the following when buying a *Sedia*:

1. To see that it is made of good wood, that the wheels are well ironed, and the *brancard* [perches, shaft] is strong.
2. That the body or seat is not hanging in braces, but directly placed on the *brancard*, because then you are less likely to overturn with it.
3. That the hood of the body is not made of leather but of oilcloth which is lighter, and will not become hard and stiff in the rain or sunshine like leather.
4. That you are not concerned with it being *propre*, but only *commode*.
5. That you prefer one which has wide rails rather than narrow, because later the **fore-undercarriage** can be *mounted* better. (...).

Will I, after doing the *Tour* through Italy, sell my *Sedia* again, so then I can be rid of it at

Milan, Geneva, Padua, Augspurg or elsewhere. I am, however, of the opinion that it is better to have a **fore-undercarriage** put beneath it, perhaps at Trento, or at some other place where the German Posts begin, and *roll* on, rather than sell the sedia for *bagatelle* money."

(I shall discuss the fore-undercarriage in the section on the "[Berlin](#)".)



A **Sedia** in Rome, painted again by Gaspar van Wittel, about 1710. - Photo (cutting): PG. --- A closed **Sedia** with postilion entering the square in front of the Ospedale Santa Maria Nuova in Florence. - Giuseppe Zocchi, about 1740. From: Briganti, Glanzvolles Europa. Photo (cutting): PG.



Two closed **Sedia** parked at the custom-station Pietra Mala, on the Raticosa-pass, between Florence and Bologna. - J. Smith, about 1780. From: Brillii, Il Viaggio in Italia. Photo (cutting): PG.

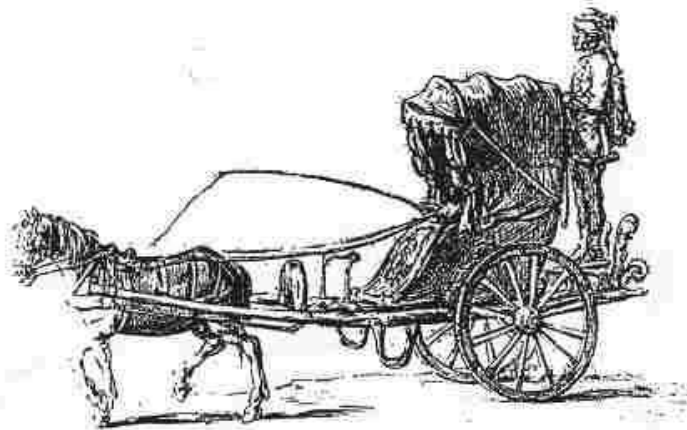
At Perugia in 1786, **Johann Wolfgang von Goethe** describes a **vetturino's Sedia** as follows (Italian Journey, p.120) :

"With the Vetturini it is a disagreeable drive; the best thing is that you can follow them comfortably on foot. From Ferrara to here, I let myself be dragged on in this way. This Italy, highly favoured by nature in comparison with all countries, falls infinitely behind in all things mechanical and technical, which is the basis of a more comfortable and fresher way of life. The carriage of the Vetturini, which they still call a **Sedia**, is an arm-chair, originating from the old carried chairs in which women, elder and noble persons were conveyed by mules. Instead of the rear mule which they later harnessed alongside the shaft [in which the fore mule was], they put two wheels and no further improvement was thought necessary".

The **later Italian Chaise, Calesso, Chaise à l'Italienne**, had an improved folding top, similar to today. For private or public use, with some variations.



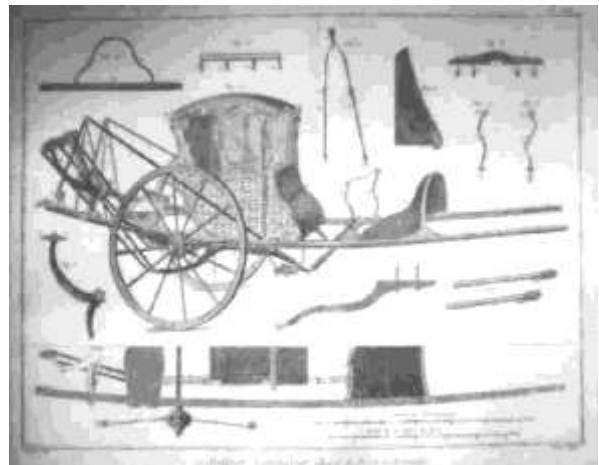
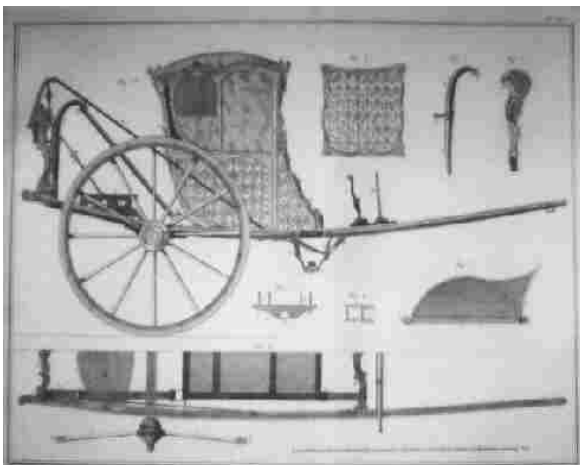
"Gentleman's Calesse". A modern closed body as a vetturino's Sedia. - Unknown artist, about 1810. Victoria and Albert Museum, London. Photo: PG. --- "Galessa di Resina vicino Napoli" (Resina and Portici formed one place). The number 24 identifies this **Neapolitan Calesso** [term basing on information by Thomas Ryder, The Carriage Journal, New York] as a licensed carriage (taxi). - Unknown artist, about 1810. Victoria and Albert Museum, London. Photo: PG.



Self-driven **Chaise à l'Italienne**, Italy or France, about 1770. Body on thoroughbraces. The footman indicates a wealthy owner. - Photo: Rudolf H Wackernagel.

In France:

The **Chaise de Poste** was a very special carriage, built and used only in France. Originating from the 17th century, it was only for one person, suspended on steel springs à la Dalesme with a door at the front. **Casanova** owned four Chaises de Poste at different times.



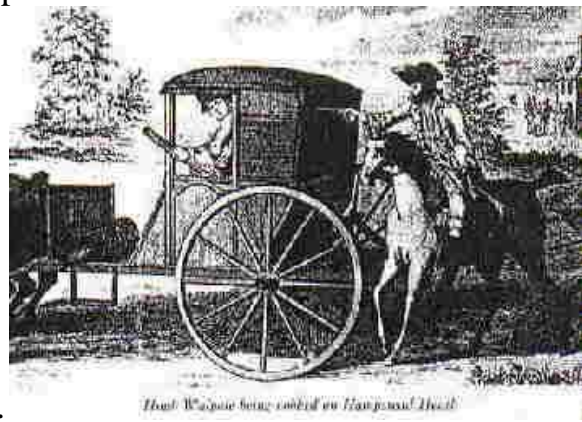
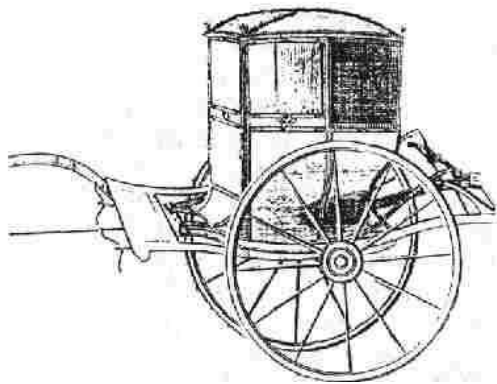
Elegant "**Chaise de Poste à Cul de Singe**", and "**Chaise de Poste à l'Écrevisse**". - Encyclopédie, Paris 1769. Photos: PG.



Chaise de Poste, about 1785. - Photo: Museu Nacional dos Coches, Lissabon.

In England:

Modified French Chaise de Poste, and other types.



English Post Chaise, by C Crace, London 1750. - Photo: Paul H Downing. --- "Hugh Walpole being robbed on Hampstead Heath". - Photo by Rudolf H Wackernagel from: Ivan Sparkes, Stagecoaches and Carriages, Letchworth 1975, p. 63.

In Spain:



Chaise with a folding top, old Italian style, however painted in about 1780. - Francisco Goya; Prado, Madrid. Photo: Janna Leeflang. Full picture [here](#).

In Germany:

Here two-wheeled carriages were not in use (always four-wheeled ones; cf above [Nemeitz](#)).



THE CASANOVA TOUR by Pablo Günther



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Four-Wheeled Carriages.

Early open carriage.



Matthaeus Merian (1593 - 1650) produced many views of German towns, sometimes ornamenting the engravings with carriages. Here is an open one, practically identical to the Hungarian "Koczi"-carriage which appeared in the 15th century and is regarded as the first common four-wheeled travelling carriage. Until today, this type is still in use in eastern European states. - Photo: PG.

Chaise, Phaeton, Calash.

Chaise: two seats, minimal body, with or without top similar to the two-wheeled chaises.

Phaeton: body open or with folding top, especially high suspended. Mostly for self-driving.

Calash: two or four seats, body with or without doors, always with rear folding top.



The straight long perches of this model in miniature of a **Berlin-Chaise** show the possible descent of the berlin from two-wheeled carriages. It was built by a coachmaker in about 1730, presumably in Northern Italy. The body is mounted on thoroughbraces. - I sold this unique model to the *Württembergisches Landesmuseum*, Stuttgart, in 1996. Photo: PG.



This carriage - I date it about 1740 - belongs to the Wollaton Park Industrial Museum at Nottingham. There it is called "**English Post Phaeton**". It was designed and built for the Baskerville of Clyro in Powys, and is today presumably the oldest surviving four-wheeled Chaise, Calash or Phaeton. The two perches (berlin-undercarriage!) are straight, the body is suspended upon thoroughbraces (berlin-suspension!) which are fixed at the rear side on supports (carosse!), the top can be folded back, and the coachman's seat is removable (for self-driving or postilion use). - Photo: PG. --- A younger **Phaeton** with a light and high suspended body. Two crane-neck perches and four whip-springs. - Drawing by an unknown artist, in 1760. Victoria and Albert Museum, London. Photo: PG.



Though the above **Berlin-Chaise** was painted about 1750, **Casanova's** old-fashioned travelling carriage "Innsbruck" of 1783 could well have looked like this (cf "[Casanova's Carriages](#)"). Two flat perches, no suspension. - "The main-guard at Frankfurt on Main", by Christian Georg Schütz (cutting; full picture above). Photo taken from the original in the Historic Museum of Frankfurt by PG.



A four-seater **Berlin-Calash** with a folding top in bellows / mantice - style, no doors. Carriages like this were also used by German travellers, e.g. the Prince of Brunswick together with Lessing and a third person, travelling from Vienna to Rome in 1775. - Bernardo Bellotto, Schloß Schloßhof [near Vienna] from north (detail), about 1760. Photo: Kunsthistorisches Museum, Vienna, no. II 17418.



The oldest **Calash** (1775) in the new style and with doors that I know. Again a berlin-undercarriage, now with crane-neck perches and steel springs, at the rear side à la Poloignac (first sort of C-springs in France), in front whip-springs. - Detail of a painting by Jacques Ph J de Saint-Quentin, Paris 1775; Musée des Beaux Arts, Besancon. Photo: PG.



From about 1795 onwards, the next generation of **Calashes** like this were wide-spread. The flat body had a folding top and was able to be closed by an additional front window and a leathern top-piece. Undercarriage with **one perch** (English style), and, for the first time (left picture), **C-springs**. - The so called "Syrgenstein Calash" from my village Hergensweiler, Southern Germany. Count Waldstein in Dux / Bohemia could have owned such a carriage and even could have loaned it to **Casanova** for his last three journeys in 1795 - 1797 (cf "[Casanova's Carriages](#)"). Photo: PG. --- Travelling carriage of Johann Wolfgang von Goethe, still in his house in Weimar, bought at Carlsbad / Bohemia in 1810. Photo: PG.

Of the same type is:



Calash, travelling: 4 posthorses, riding postilion. Berlin 1828, Unter den Linden, Neue Wache and Zeughaus. Oil by Wilhelm Brücke. - Photo: Archive Burg Hohenzollern, Hechingen.



The **military calash** "de service leger" of Napoleon I, built by the (English?) coachmaker Getting (name engraved on the springs) in Paris, used during the campaign in 1805 and lost mysteriously after the battle of Austerlitz at the end of that year. The folding top is missing, the projection in front was for the legs when sleeping (cf [Napoleon's equipages](#)). - Photo: Carriage Museum Wagenburg Schönbrunn, Vienna.

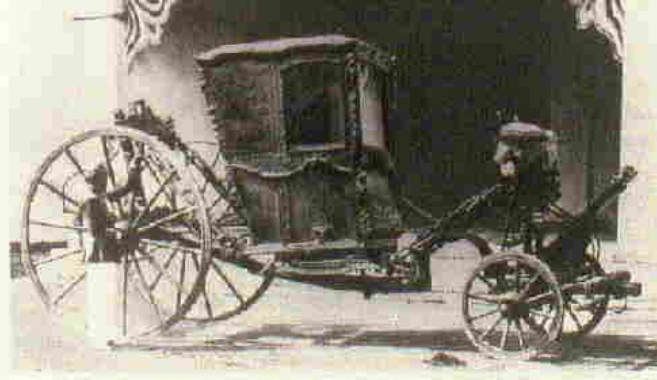
Carosse, Carosse-Coupé.



Presumably, the Carosse was an Italian invention, suspending the body between four supports. The undercarriage had - like always before - one perch. Left a design of a simple **four-seater town and travelling carosse** by Antonio Canal, about 1725. - Photo (cutting): PG. - - Another example of the same type. - From a painting by Giovanni Battista Tiepolo (1696-1770), or his school, in Orazio Bagnasco's palazzo in Venice (Ca' Contarini). Around 1740. Photo: PG.



Carosse-bodies, however on berlin-undercarriages (with two perches). Rome, about 1710 (photo: PG). --- Spain, also about 1710 (photo: Heinz Scheidel).



The oldest surviving **Chariot** or **Carosse-Coupé** might be this heavy one of the early 18th century, exported from the United Netherlands to Java. Perch with crane-necks; very small fore wheels: a typical town-coupé. - Photo: Achse, Rad und Wagen, number 1, 1991.

Landau.



Landaus were popular in England and also in use in Italy; **Casanova** loaned one for carnival in Rome 1761. In France and Germany, these practical and very expensive four-seater convertibles were not introduced until the beginning of the 19th century. The picture shows the oldest surviving Landau which belonged to the Baskerville (like the "[Post Phaeton](#)") and was built about 1730. Undercarriage and suspension are of carosse-type. - Wollaton Park Industrial Museum, Nottingham. There the Landau is called "English State Carriage". Photo: PG.



The unsuspected **forerunner of the Landau**, here posting. Convertible by two "bellows" (mantices). - Engraving (cutting) by Matthaeus Merian (1593 - 1650). Photo: PG.

Four-Seater Closed Berlin, Berlin-Coupé;

Berlin-Calash, Berlin-Phaeton, Berlin-Chaise (pictures above).

The characteristics of the Berlin do not concern the various forms of bodies but the undercarriage: this had for the first time **two** perches, and eventually a new kind of suspension with flat stretched leather-straps (technical term: thoroughbraces). The first vehicles of this kind were travelling carriages. The oldest known picture with such an undercarriage, for a "Calèche" in Paris, was made by Christian Huygens in 1667 (Wackernagel, in: Treue, p.224). Also, a definition in Bailey's Dictionary, London 1730, refers the use for travelling and the different bodies (Goodwin, p.i): "a sort of **travelling carriage, chair, chariot &c.** such as is used in Berlin in Prussia."

How did the name "Berlin" to be established? In 1769, the editor from Berlin Friedrich Nicolai contended that hundred years ago (more exactly: between 1661 and 1663 (Kugler, in: Treue, p.238) a carriage made (not "invented"!) in Berlin met with such approval in **Paris** that there were those carriages imitated and then called "Berlins". Indeed the name appeared for the first time in Paris in **1699** and was repeated in connection with this town continuously in the following years (Kugler, in: Treue, p.238 f.). The owners were of high rang (otherwise there were no sources like that) and used their Berlins also for travelling. The further development of the Berlin, in particular to the State Carriage, also began in Paris.

However, what was the reason for constructing this new kind of undercarriage? Joachim Christoph **Nemeitz** in 1726 quite clearly explained an old practice at German borders: two-wheeled Italian Chaises were equipped with **fore-undercarriages** (with a **pole**). The reason for that we find at **Casanova** who came with a chaise from Holland (HL,vol.X,p.38): German "post horses were not accustomed to **shafts**" (in fact I have never found pictures of two-wheeled posting carriages in German countries). **Hence the two perches of the Berlin were nothing more than the shaft of a two-wheeled chaise, put on a fore-undercarriage.**

From the practice of international travelling, in any German or other country, a provisional arrangement (the "trouble solution" with the fore-undercarriage) might have established as a new kind of carriage. Then, having paid attention to a carriage of a person from **Berlin** in **Paris** could have happened by chance.



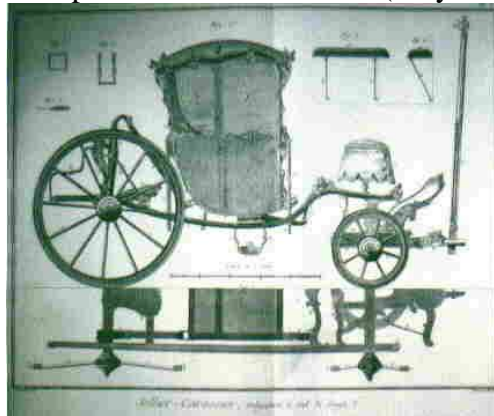
With a fore-undercarriage, this **Italian Chaise or Sedia** (near Naples, about 1770) would represent a nice Berlin-Coupé. - From: Hibbert, The Grand Tour, London 1974. Photo: PG. --- Clemens August, Prince Bishop of Cologne (**Casanova** met him in 1760), sitting in a simple kind of **four-seater Berlin**. The perches are straight, as on two-wheeled chaises, without crane necks or drawn-up perches as the better-constructed Berlins had. - From a fresco by Francois Rousseau in the Castle Augustsburg at Brühl near Bonn, 1763. Photo: PG.



Germany, 1727: Berlin-undercarriage with iron crane-necks, suspension in the kind of the **carosses** (palace Weikersheim; photo: PG).



A **Berlin-Coupé** in French / continental style. Bernardo Bellotto (1720-1780) painted many of these in his famous views of European cities (here detail from "Die Freyung" in Vienna, about 1760). - Photo: PG. - - - Right: **Dito in natura**, however without coachman's seat, Museu Nacional Dos Coches, Lissabon. - Photo: Mario Soares, Instituto Portugues do Patrimonio Cultural. Thanks to Helmut Watzlawick for this postcard from Lissabon (May 2005).



A French **Berlin-Coupé**, also a travelling carriage called "diligence" which was in use in the middle of the century. The difference from the [English Coupé](#) is enormous. The undercarriage with the high-drawn fore-perches and the small fore-wheels, the curved body with the old-fashioned springs underneath, were typically French and no longer used on travelling coupés in England, though they were equipped with a folding seat like the Diligence here. - Encyclopédie, Paris 1769. Photo: PG.

English Travelling - Coach, English Coupé.



A typical picture: no **coach of the new style** after the middle of the 18th century could be more "English" than this one, though built by the Hofsattlerei in Vienna about 1770. Two front windows, crane-neck perches, high fore wheels, door windows with blinds like those of the [Lister Chaise](#). - **Travelling carriage ("Reisewagen")** of the Counts von Harrach. Photo left: Marco Leeftang. - Photo right, from: Georg J. Kugler, Die Wagenburg in Schönbrunn (carriage museum at Vienna), Graz 1977.



Sweden, about 1790: **Travelling/Town coach** with berlin-undercarriage, similar to the coach before (photo: Livrustkammaren, Strömsholm). --- Germany, about 1790: **Travelling coach** with one perch and C-springs (photo: Bentheim-Tecklenburg).



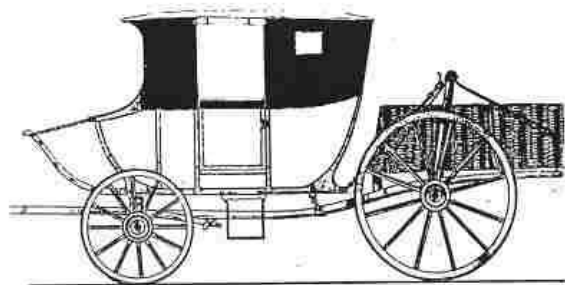
Simplon-pass, about 1800: **English Travelling Coach**, drawn by mules (photo: PG).



An elegant **English Coupé** or **Post Chariot** and four, **Casanova's** preferred equipage, driving in Amsterdam. Undercarriage: one perch with two crane-necks. - Water-colour by Hubertus Petrus Schouten, about 1770 (cutting). British Museum. From: Burgess, *The Age of the Grand Tour*, London 1967. Photo: PG.

To the English Coupés: detailed description [Part V](#).

German Travelling Carriage.



"Riedenauersche Landkutsche" (**stage coach** of inn-keeper and post-master Riedenauer), Kitzingen, Bavaria, 1801. This carriage widely corresponds to the travelling carriage ("**Vienna Carriage**") constructed for Friedrich Nicolai in 1781. - From: Helmut Thiel, *Vor der Eisenbahn - die Postkutsche*, Nürnberg 1985.

The leading position of English, French and, to some extent, Italian coach-building compared with all other countries cannot be better illustrated than by the story of Nicolai's travelling carriage. In **1781**, three decades after **Casanova** had bought the first of his several modern English Post Chariots or Coupés, the well-known bookseller and publisher **Friedrich Nicolai** (1733 - 1811) of Berlin set off on a long journey through Germany and Switzerland. For that purpose, he did not buy a really good vehicle like a new English Coupé for 100 guineas (24,000 Pence), but instead ordered a new open carriage for 70 ducats (8,400 Pence) from a coachmaker in Berlin. He praised his carriage in the highest tones, evidently not knowing what really good and elegant coachbuilding meant beyond the German borders. The carriage was no doubt good but rather like a Second World War American Jeep compared to a Mercedes.

The following are some excerpts from his very good travellers' guide (*Beschreibung einer Reise durch Deutschland und die Schweiz im Jahre 1781*. 12 vols [vol I, p 6 ff.: building of his carriage]. Berlin/Stettin 1783-1796.), of which many annotations are of great value for carriage and travel research (the bold print is my own).

At the beginning Nicolai states: "During a long journey, a comfortable travelling carriage is equivalent to a comfortable lodging." But, a further "main quality" was "that it can move forwards smoothly." This was not the case with "totally closed coaches," because of their weight, and particularly not if it was a question of **Berlins** with their small fore wheels.

Nevertheless "in many of these carriages, very great journeys were done." They never needed less than **four post horses**, and often **eight** were not enough to "move them on in sand, or to drag them up steep hills." - "Much expense and, what is even worse (sic!), considerable loss of time" were the consequences.

"Therefore, it is necessary on a travelling carriage mainly to have an undercarriage which is durable, but **light**; with **high** fore wheels, and the length of the carriage of good proportion. These qualities cannot be united without very considerable cost, and in no other sort of carriage than the kind of half-covered ones which here are called *Vienna Carriages*." This carriage had **one** strong **perch** made of birch, with iron fittings, which was "better than the usual two perches." - "The body lies on the fore axle-tree, and at the rear side it is suspended by braces." It could be closed with the help of four iron supports and "leather hoods with four small windows." All the wheels could be arranged for **three different rails**, or spurs (according to a particular country's usage). The body had two roomy boxes for storage which were used as benches for four persons. Equipment included a winch, a hatchet, and a drag-chain.

The carriage was so light that the post masters allowed the use of only **two horses** (while the regulation everywhere in Europe for all four-wheeled carriages was for at least four horses). "With a carriage not so **perfectly built**, I had to take three horses; and therefore with this carriage on this particular journey, I saved the payment of one horse for about 400 miles, and in consequence more than half the sum which it had cost me new."

In conclusion I would state that the undercarriage was about as good as an English one; but gentlemen like **Casanova** bought such carriages only in case of emergencies (as happened in Switzerland), and it is interesting to note that he obtained good second-hand Coupés for travelling in Wesel (1764) and Warsaw (1767).

Stage-Wagons and Stage-Coaches.



The well-known picture of an early **English stage coach**, painted (1730) and engraved (1747) by William Hogarth. - From a German edition of Hogarth's engravings, about 1820. Collection Bernd Eggersgluess (= Bernd Eggersgluß), Hirschhorn / Neckar. Photo: PG.

Following the researches of Thomas Ryder, the editor of *The Carriage Journal*, New York, the stage coach was introduced in **England** in **1657**: the London and Chester Stage [Harper, Chronological Summary]. In 1662, there already were said to be six stage coaches. Then, in 1681, stage coaches became general: 119 were in existence. The method of changing teams of

horses can first be documented in the year 1734. In the same year (and in consequence) a quick service was advertised: Edinburgh to London in 9 days. 1742: London to Oxford in 2 days. In 1754, springs to coaches were first mentioned: the Edinburgh Stage. Finally, in 1784, the mail-coach system was established, that meant that letters also were transported by stage coaches which now became faster than riding postboys.

On Thursday, 27th April 1727, "The Daily Post" published the following advertisement (collection Gillian Rees) :

NEWBERRY FLYING STAGE COACH IN ONE DAY

Sets out from the White Horse Inn

in Fleet Street, at 4 o'clock in the morning, to the Bear Inn in Maidenhead to dine, every Monday, Wednesday and Friday, from thence to the White Heart Inn in Newberry*, and returns from thence Tuesday, Thursdays and Saturdays. Each passenger to carry fourteen pounds weight and to pay Nine Shillings** a-piece full pay, and to all other places on that route at proportionable rates.

Performed, if God permit, by John Baker, Edward Gregory and James Hall.

N.B. The coach carries only four passengers.

[* London - Newberry about 100 km. ** 108 d.; 1.08 d. per km.]

On the continent, **Italy**, the motherland of the post, seems to be the forerunner in the introduction of stage coaches. The Roman courier, and later, postmaster of Castelnuovo di Porto (near Rome), **Giuseppe Miselli** (1637 - 1695), published in **1682** his European travellers' post-guide, "Il Burattino Veridico" (many thanks to Furio Luccichenti who published Miselli's [autobiography](#)). The chapter on the prices for horses, carried chairs, carosses and calashes (p.218 ff.) informs us also about the situation concerning stage coach lines in Europe (not in England) and, to some extent, the types of carriages.

In **Italy**, "calashes", "coaches" or "carosses" plied between Naples, Rome, Florence, Bologna and Milan; between Florence, Pisa and Livorno; as well as between Mestre and Treviso. Carried chairs were available everywhere "but", Miselli states, "these were not so common after the calashes appeared".

In **France**, there was only the connection between Paris and Lyons, available in two "classes":

1. the "land-coach" (stage coach), for 5 Doublons [1,125 d.]; and
2. the "**Diligence de Lyon**", called by Miselli "quick post" [engl. flying stage coach; ital. diligenza; fr. Diligence], "a carosse and 6 horses, which delivers one in five days to Paris", for 6 Doublons [1,350 d.].

In **Holland**, a "Carrette" plied between Utrecht and Nimegen (1 day).

In **Spain**, a "Carosse and 6 mules" plied between Barcelona and Madrid (taking 14 - 15 days) and carried chairs (which took only 13 days).

In other countries, such as **Germany, Hungary and Switzerland**, there were "only post horses", with the exception of **Poland**; there the courier Miselli had to travel from the border to Warsaw by changing *carriages* in every town. - However, we know that in **Germany**, already in about 1670, the first stage wagon line was opened connecting Nuremberg and Hamburg.



Private travelling carriage or an **early German stage-wagon**. Three passengers, postilion coaching. About 1680. - Deutsches Postmuseum, Frankfurt a.M. Photo: PG.

Concerning the vehicles, the **Calash** and the **Carrette** were presumably two-wheeled and open or half-open simple post-chairs, like the old Italian Sedia.

The four-wheeled ones were **open wagons**, used as Land or Stage Coaches, as well as the **Carosse**, which was used as the faster flying coach, the body of which was closed and suspended by braces between four supports, thus a "proper" coach. As far as I know, the earliest illustrations of those carosses, we find on a painting by Hogarth (1730) and in the Encyclopédie, the "Diligence de Lyon" (Paris, 1769).

But it is certain that **comfortable stage and flying coaches** were not widespread before the early 19th century, when highway (chaussée) building had advanced everywhere. Until then, most passengers in Germany and other countries, had to content themselves with unsuspended and open post-wagons.



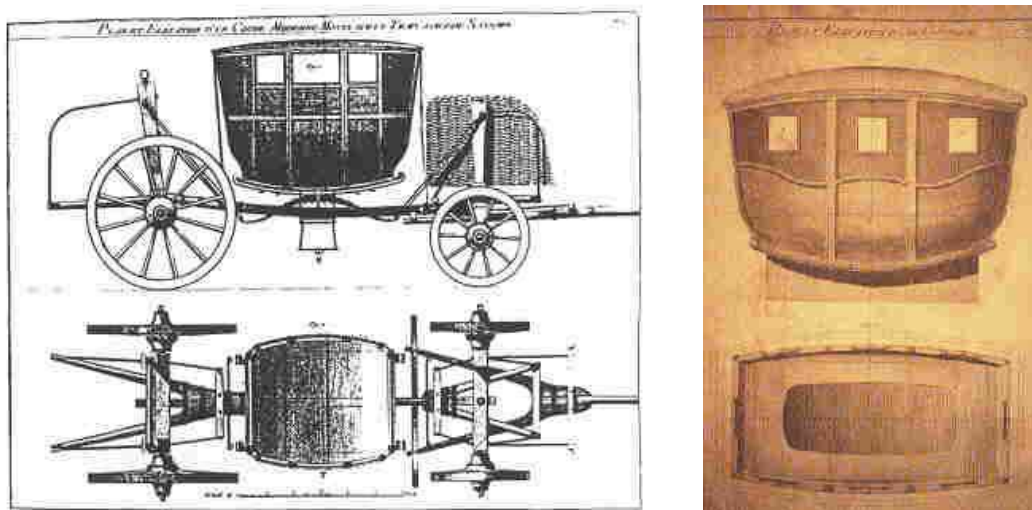
Comfortable and primitive transportation at the same period: **Stage-coach** in Southern Germany, and a Prussian **post-wagon** (this sort was in use there until the first quarter of the 19th century). - Photo left: PG. - Photo right: Deutsches Postmuseum, Frankfurt a.M.

It stands to reason that a much-travelled gentleman like **Casanova** not only used the most famous stage coach of his time but also described it in detail. About his ride with the **Diligence de Lyon** in 1750 he says (HL,vol.III,p.118) :

"We engaged two places in the diligence which would take us to Paris in five days; Balletti informed his family of the time of his departure, so they knew the hour at which we should arrive.

We were eight in the conveyance, which is called a "Diligence"; we were all seated, but all uncomfortably, for it was oval; no one had a corner seat since it had no corners. I thought this poorly considered; but I said nothing, for as an Italian it was my part to consider everything in France admirable. An **oval coach**: I bowed to the fashion, and I cursed it, for the strange movement of the vehicle made me want to vomit. It was too well sprung. I should have found a jolting less trying. The very force of its speed over the fine road made it rock; hence it was called a "gondola"; but the true Venetian gondola propelled by two oarsmen goes smoothly and does not cause a nausea which turns one inside out. My head was spinning. The swift

motion, which at least did not jolt me in the slightest, affected my intestinal vapors and made me throw up everything I had in my stomach. My fellow passengers thought me bad company, but none of them said so."



Viewing the strange springs underneath the body of the **Diligence de Lyon**, we can well believe **Casanova**'s words about his discomfort. - Right picture: The oval variation of the body as described by Casanova. - Roubo, Paris 1771. Photos: PG.

Steel Springs.

The best steel springs were produced in France, and in particular in England, the leading country in the manufacture of iron and steel. As examples one has only to look at the springs mounted on the berlin-coupé in [Compiègne](#) (about 1775, springs à la Polignac), and at those of the "[Lister Chaise](#)" which are still in good condition. English coach springs of this quality were probably forged from about 1740 onwards and were the basis for a new generation of undercarriages and bodies: that means carriages which were lighter, more comfortable, and faster to drive.



The **right fore spring** of the Lister Chaise (about 1755). - Photo: PG.

The different types of coach springs are also designated by capital letters which are symbols referring to the shapes of the springs. The most important are:

- 1.) **Dalesme - springs**: French double under-body and F-springs; in use from the end of the 17th century until about 1750.
- 2.) **F - springs**, also called **whip-springs**: in use from about 1740 until about 1810.

3.) **Polignac - springs**: a sort of C - spring; in use in France from about 1740 until about 1790.

4.) **S - springs**: in use from about 1760 until about 1810.

5.) **C - springs**: first reference: a Landau by Webley in 1763; in use from about 1795 until about 1850 on town and travelling carriages, and on State and other noble coaches for the rest of the coaching age, often mounted together with horizontal (elliptic) springs.

6.) **Elliptic springs**: in England, elliptic springs were known since about 1790. In 1805, Obadiah Elliott of Lambeth, England, invented the carriage without a perch, that is the self-carrying body, put upon improved elliptic springs (Treue,p.344).



The rear F- or whip-springs of the Lister Chaise. - Photo: PG.



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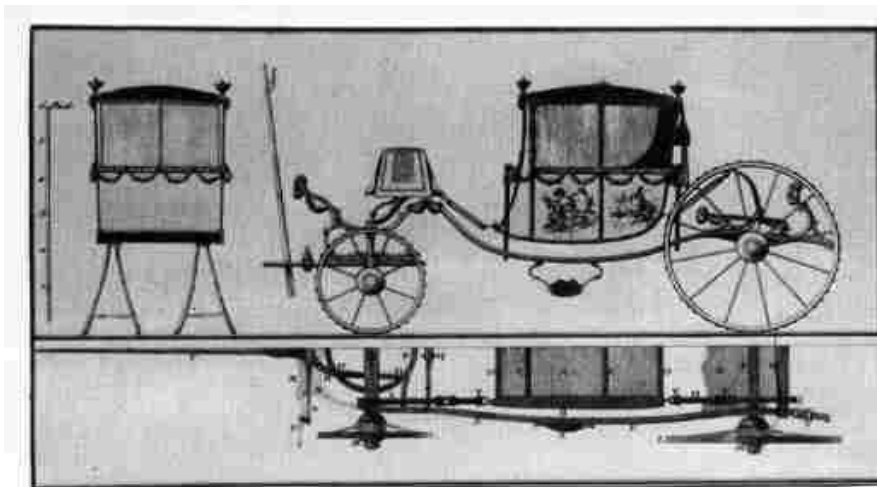
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The English Coupé or Post Chariot.

From Casanova to Napoleon I.

Englishmen called it "Post-Chaise" or "Post-Chariot", Germans "Englischer (Reise-) Wagen", Frenchmen "diligence à l'anglaise", and **Casanova** said "voiture anglaise", English carriage. I call it *English Coupé*, because it was a coupé, and it was an ingenious English invention.



"Riche **Diligence de Ville** Montée sur des Ressorts à l'Angloise". Design by Chopard, Paris, about 1775. The view of the body on the left side shows a typical feature of the English Coupé: the two front windows. - Photo: Museum Achse, Rad und Wagen, Wiehl.

The first user of the English Coupé from whom we learn many details was **Casanova**. But who else owned these carriages in early times? It is therefore interesting for carriage and Casanova research to compare Casanova's statements with those of other users. But finding references to such owners in Europe has been difficult. I have not found any owner of a Post Chariot who gives detailed information about travelling with it before Mariana Starke (1797). In the USA, thanks to the Goodwin Report, things are better: the author collected in Virginia sixty-one references to the English Travelling Chariot and ninety-five to the English Town Chariot (which was practically the same type of carriage) of the time between 1757 and 1799. There, and in some other colonial and later U.S. countries, some famous owners were:

Martha Custis, when marrying **George Washington** (Treue,p.287ff.) in 1759, owned a

Chariot. In 1768, Washington ordered a new one from London (the first President of the USA owned between 1750 and his death in 1799 "only" thirteen travelling and town carriages, while Casanova owned altogether nineteen).

Thomas Jefferson (Goodwin,p.lxx), third President of the USA, paid carriage taxes in 1773 for a Chariot. In 1788 he ordered a further one from London for 171 Pounds Sterling (41,040 d.).

John Brown of Providence, Rhode Island, ordered from Philadelphia in 1782/83 a still existant Post Chariot, in which he undertook great journeys.

In Europe, it is mostly the famous owners whom we know about:

Count Dandini from Cesena, son of Ercole Francesco Dandini (1691-1747; one of Casanova's university teachers in Padua), is the first known owner of a Post Chariot. He sold the carriage in July 1749 to:

Giacomo Casanova who just was in Cesena. Half a year later, the carriage belonged to:

Henriette (presumably Adélaïde de Gueidan, from Aix-en-Provence) Casanova's great love, in Geneva.

Samuel Lister of Halifax is the fourth known owner (about 1755). His surviving Post-Chaise, the so-called "Lister Chaise", is the oldest in the world.

William Augustus, Duke of Cumberland, is the fifth. This is indicated by a design of his Post Chaise by Paul Sandby in 1763.

The Prince of **Mecklenburg-Strelitz** received a Town-Coupé in 1768 from his sister, the Queen of England.

Count **Joseph Charles von Waldstein**, Casanova's sponsor and master at Dux, undertook a long journey in 1790 "with a carriage à l'anglaise and four (horses), two coachmen and two lackeys", described by Casanova in a letter (Casanova archive, Marr 9-39) .

From the nineteenth century, I will mention only two famous owners out of the many thousands everywhere:

Napoleon I lost, after the Battle of Waterloo on 18th June 1815, his third military English Coupé, "the exterior of which is identical to the customary English travelling carriage" (Zeitung für die elegante Welt, Nr. 95, 1816).

Franz I of Austria travelled with a coupé very similar to that of Napoleon. It was built in Vienna by the Hof-sattlerei around 1825, and still rests in the Wagenburg, the carriage museum in the chateau Schönbrunn.



The **travelling chariot** of Emperor Franz I of Austria. - Photo: PG.

It could be thought that with the so-called *Lister Chaise* of about 1755, Casanova's English Coupés are well documented. However, there is a certain problem: with this type of carriage, **Casanova** could not have done some of the things he actually did, viz. **crossing high alpine passes on mule-tracks**. For this purpose, the carriage had to be **dismantled** in a relatively easy (fast) way and that was not possible with the Lister Chaise.

This seems to indicate that a special model of the English Coupé must have existed and which I call "Grand Tourisme" (GT) - a Post Chariot suitable for the Grand Tour or, in other words, for continental use.

The English Coupé can be distinguished by four basic types:

Type 1: The Post Chaise, as a simple travelling carriage (without coachman's seat), e.g. the "Lister Chaise" and "Felissent Coupé". Thomas Rowlandson shows the Post Chaise on dozens of his drawings in the first quarter of the 19th century. Undercarriage: always one perch. Body: always closed.

Type 2: The Post Chaise or Chariot, as a noble travelling carriage e.g. the "Compiègne" and the "Wythe Chariot". Another example is the War-Coupé of Napoleon I. Undercarriage: one or eventually two perches. Body: closed or convertible.

Casanova's Coupés "GT" belong to this category. Undercarriage: always one perch, easy to dismount from the axle-trees. Body: convertible, the upper part easy to dismount from the base.

Type 3: The Post Chariot, as a noble travelling and town carriage, e.g. the "John Brown". Undercarriage: usually two perches. Body: additional windows behind. In close relation is:

Type 4: The Post Chariot, as a pure town carriage, e.g. the "Diligence de Ville". In England it was also called Town-, Dress- or State-Chariot, and on the continent Berlin- or Gala-Coupé (from about 1800 onwards, the term Berlin refers to the shape of the body in English style and no more to the undercarriage with the typical two perches). Undercarriage: one or two perches.

I must state, however, that I have yet to find a picture of the English Coupé "GT". But for the present, let us enjoy Casanova's way of travelling through the Alps.

Transportation of Dismantled Travelling Carriages.

Between 1749 and 1763, **Casanova** crossed the *Grand Saint Bernard* once and the *Mont Cenis* five times, always with his English Coupés, and with each of the four that he possessed.

In 1763, he shipped his completely dismantled fourth English Coupé on board a felucca to travel from Genoa to Antibes.

Travelling with English Coupés, **Casanova** says:

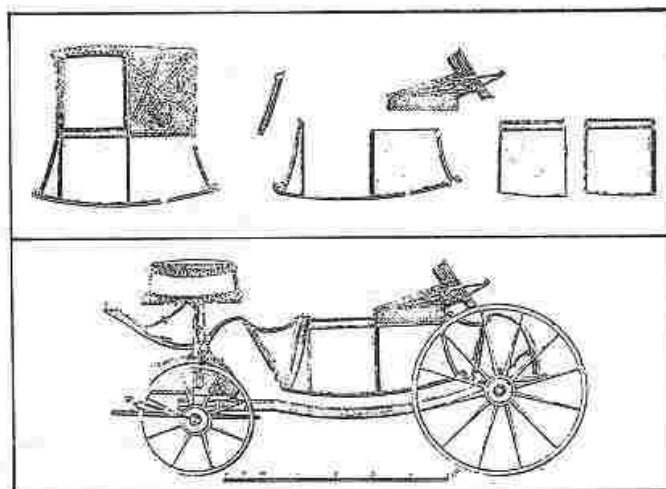
(HL,vol.III,p.75) "We set out [with his English Coupé "Cesena"] from Parma at nightfall, and we stopped at Turin for only two hours to engage a manservant to wait on us as far as Geneva. The next day we ascended **Mont Cenis** in carried chairs, then descended to Lanslebourg by sledge. On the fifth day we reached Geneva and put up at the 'Scales'."

(HL,vol.III,p.77) "The next day I set out [with his English Coupé "Geneva 1"] for Italy with a servant whom Monsieur Tronchin gave me. Despite the unfavourable season, I took the route through the [**Grand**] **Saint Bernard**, which I crossed in three days on the seven mules required for ourselves, my trunk, and **the carriage** intended for my beloved [Henriette]. (...). I felt neither hunger nor thirst nor the cold which froze all nature in that terrible part of the Alps."

(HL,vol.VII,p.283) "After obtaining a letter of credit on Augsburg I left, and the next day I crossed the **Mont Cenis** on mules - I, Costa, Leduc, and **my carriage** [his English Coupé "Pisa"]. Three days later I reached Chambéry, putting up at the only inn, where all travellers are obliged to lodge."

(HL,vol.IX,p.33) "My felucca, which was of good size, had twelve rowers and was armed with some small cannon and with twenty-four muskets, so that we should be able to defend ourselves against pirates. [My servant] Clairmont had cleverly had **my carriage** [his English Coupé "Geneva 2"] and **my luggage** arranged in such a way that five mattresses were

stretched across them at full length, so that we could have slept and even undressed as if **in a room**. We had good pillows and wide covers. A long tent of serge covered the whole ship, and two lanterns hung from the two ends of the long beam which held up the tent. - (P.40) At four o'clock we were off Nice, and at six o'clock we landed at Antibes. Clairmont saw to having everything I had brought in the felucca taken to my rooms, waiting until the next day to have **my carriage made ready for the road again** ["faire remonter"]."



A Webley's **convertible chariot**, also called a Landauet (London 1763), could be more easily dismantled than a coupé with a closed body. Thus I believe that **Casanova's** English Coupés "GT", suitable for the Grand Tour, looked like this. - Fitting-up and photo: PG.

I would like to show here how the transportation of **Casanova's** dismantled Coupés could be achieved.

1. Method "Grand Saint Bernard": possible use of sledges:

For the passage, Casanova had at his disposal **4 mules** which transported the Coupé. This they could have done as follows:

The **body** was

- a) attached to two poles (like a sedan chair) and carried by 2 mules; or
- b) put on a sledge (when there was snow) and drawn by 1 mule.

For the **undercarriage** the remaining 2 or 3 mules had to carry the following separate parts:

- 1) the four wheels;
- 2) the perch;
- 3) the rear axle-tree with the spring-transom;
- 4) the fore axle-tree;
- 5) the fore spring-transom;
- 6) the coachman's seat.
- 7) the pole.

2. Method "Mont Cenis": the use of poles and sledges was not possible on the eastern side of the pass:

Presumably at least **5 mules** were needed.

The **body** was taken to pieces and transported by 3 mules:

the first mule carried:

- 1) the 2 doors (windows and blinds let down);
- 2) the frame of the front windows (without glasses and blinds which were let down into the body-base);

the second mule carried:

- 3) the folding top;

the third mule carried:

4) the body-base (including the bench and the folding seat).

The separate parts of the **undercarriage** were carried by at least 2 mules.

What can **other travellers** tell us about crossing mountain passes with their own carriages? Again, it is the Mont Cenis, the classical pass of the Grand Tour, of which some travellers have left a description.

Lady Mary Wortley Montagu accompanied her husband who was sent to Constantinople as Ambassador: on land, they travelled only in their own carriages. On the journey back in 1718, she wrote (Complete Letters,p.434) from Lyons to England:

"The next day we begun to ascend Mount Cenis, being carri'd in little seats of twisted Osiers fix'd upon Poles, on men's shoulders, our **chaises taken to pieces** and laid upon Mules."

Evidently, the chaises were two-wheeled Italian Sedie.

Carl Ludwig von Pöllnitz around 1730 also crossed the Mont Cenis with a Sedia:

"La Novalaise is a bad place, with a very miserable inn, which is the more disagreeable because strangers are forced to stay there to let their **post-chaises be dismantled**, which then together with the baggage, piece by piece, have to be loaded upon mules and carried over the mountains" (p.2f.).

Horace Walpole and **Thomas Gray**, in 1739, travelled together to Italy, also in a two-wheeled chaise. Thomas Gray wrote (p.126):

"(...) we came to Lanslebourg, the last town in Savoy (...). Here the **chaise was forced to be pulled to pieces**, and the baggage and that to be carried by mules: We ourselves were (...) seated upon a sort of matted chair without legs (...)."

The English surgeon **Samuel Sharp** (1700? - 1778), finally travelled with a **four-wheeled carriage** to Italy in 1765, also passing the Mont Cenis, with a "heavy coach" and a "heavy chaise", the origin of which he did not explain. However, he included in the appendix of his travellers' guide (p.311) a very interesting article which he called: "An Admonition to Gentlemen who pass the Alps, and make the Tour of Italy" in which we read:

"Some *Italians*, who pass often over the mountains, build the **body of their coach** as light as possible, and of such a structure that it may **separated into two parts**, by which contrivance they transport it on the cheapest terms. *Englishmen*, who take their own coaches, should provide such a carriage **as may be taken to pieces**, which those with a perch do not admit of."

If I understand the last sentence correctly, English carriages with a perch, i.e. four-wheeled carriages, as a rule could not be taken to pieces, but Englishmen could purchase (special) carriages with this option in their own country.

Thus I obtained the **first proof for Casanova's** references to dismantled bodies and undercarriages.

A second proof I found in "Letters from Italy" (1797, published in 1815) by **Mariana Starke** (1762-1838). This book also contains an appendix with good admonitions to travellers with their own carriages, including a reference to dismantling (cit.Burgess,p.38 f.).

"Of things most requisite"

"Those persons who design to travel much in Italy should provide themselves with a strong, low-hung crane-necked **English carriage**[this was usually a Post Chariot], with well-seasoned corded springs, sous-soupentes, and iron axle-trees; strong wheels, properly corded for travelling; two drag-chains (the one with an iron shoe, the other with a hook); two drag-staffs; a box, containing extra lynch-pins, nails, and **tools** for repairing, **mounting, and dismantling** a carriage (this box should be made in the shape of a trunk, padlocked, and slung to the iron work of the carriage); a well; a sword-case; a **very light imperial** [top]; two moderate-sized

trunks, the larger to go before, with a padlock and chain for the smaller; lamps, and a stock of candles fitted to them. The bottom of the carriage should be pitched on the out-side. A **second-hand carriage**, in good condition, is **preferable** to a new one; and an out-side seat, for a man-servant, not suspended on the springs, but fixed to the boot, and slung upon leathers, may frequently prove useful. Every travelling - carriage should be made to lock up; and the boxes of the wheels should be brass."

Though no special type or model of an English travelling carriage (like the "GT") is mentioned, it seems clear that they usually could be taken to pieces, if the cartwrights or manservants had the special tools. The imperial or top had to be "very light", presumably for easier dismounting and transportation; light upper parts of the body could not be made of wood, but instead were made of cloth and some thin iron bars (like those of a Landauet respectively Casanova's Coupés "GT").

Napoleon's Waterloo - Post Chaise.

An English Coupé which achieved the highest possible distinction and, in its time, great celebrity, was the last of three known military post chariots of Napoleon I. According to the researches of *Max Terrier*, the Emperor "had three different equipages with the army":

1. His armoured **Post Chaise**, officially called "voiture de poste" (or "dormeuse", sleeping carriage; Napoleon used to say "chaise de poste"), a widely equipped military carriage;
2. His **Calash "de service léger"**, from 1812 onwards a **Landau à l'anglaise** (the Waterloo - Landau: today in the museum of Malmaison, Paris);
3. His string of **riding horses**.

For the campaign of Russia, Napoleon's favourite supplier, the (English?) coachmaker Getting in Paris, delivered to him a Post Chaise (No. 300 of the Imperial Mews) on March 5th, 1812. It returned from Moscow without him and, in 1814, was taken by his wife Marie Louise to Vienna, together with twenty-five other carriages.

The next Post Chaise (No. 336) was delivered by Getting on March 18th 1813; this one accompanied Napoleon to the island of Elba and returned with him in March 1815 to France near Antibes, where the Emperor, the day after going ashore, was forced to abandon it at Grasse where the road ended.



The **Post Chaise No. 336** during the campaign in the winter of 1813/14. A realistic view of the carriage. The shape of the body did not change in principle from those of **Casanova's** times. - Lithography by R. Desvarreux. Carriage museum of Robert Sallmann, Amrisvil / Switzerland. Photo: PG.

Therefore, after returning to Paris on the 20th March, Napoleon needed a new Post Chaise.

The order was "the same as No. 336", and Getting delivered it only a few weeks later, on 30th April 1815, **Post Chaise No. 389**.

On 11th June, the Emperor set off north for his last campaign. He took his place in his new chaise to join his army in Avesnes. Arriving there on 13th June at four o'clock in the morning, he left his Post Chaise, which he was never to mount again, for during the next six days, he only used his string of riding horses or his Landau. However, his Post Chaise was always near him, according to his order:

"... that it should follow me on the battlefield, behind the reserves of the Guard; always carrying a nécessaire, an exchange of clothes, a sword, an overcoat, and an iron bed" (Napoleon's own writing (Terrier,p.112)).

In fact, his postillon Jean Horn later wrote that he "was posted near to a farm of three or four houses called La Belle-Alliance" (Terrier,p.113).

With the loss of his headquarters at La Belle-Alliance, on the evening of 18th June, Napoleon lost the **Battle of Waterloo**, and was forced to flee on horseback. His Post Chaise was captured by a Prussian Oberleutnant, the Baron Eugen von Keller, and brought to Dusseldorf. In the spring of 1816, a Mr Bullock bought the chaise and exhibited it in his "London Museum", where it created a huge interest, and newspapers everywhere reported the event enthusiastically, almost as though Napoleon himself were on show.

Later the Post Chaise came into the Museum of Madame Tussaud, where it was destroyed by fire in 1925.



Napoleon's last Post Chaise (No. 389 "Waterloo") in the museum of Madame Tussaud, London. - Photo: Terrier / Tussaud.

In 1876, **Captain Malel** described in detail Napoleon's ingeniously contrived Waterloo-Post Chaise in his book "Annals of the Road" on page 18 f.

In 1967, **The Carriage Journal**, New York (vol. 5, number 1, p. 16 - 23), published the editor's, Colonel Paul H Downing's, article "Napoleon's Military Carriage" of which I show two drawings here.

In 1978, **Max Terrier's article** "Le Landau de Napoléon et Son Histoire" was published in "La Revue du Louvre", number 2, Paris; including for the first time the true story of Post Chaise No. 389, to which I make reference here.

In 1992, I discovered in the library of the **University of Heidelberg** an article on this same subject, published in the German "Zeitung für die elegante Welt" (Newspaper for the Elegant World), number 95, Tuesday 14 May, 1816. This could constitute my contribution to this special carriage research (bold print is my own):

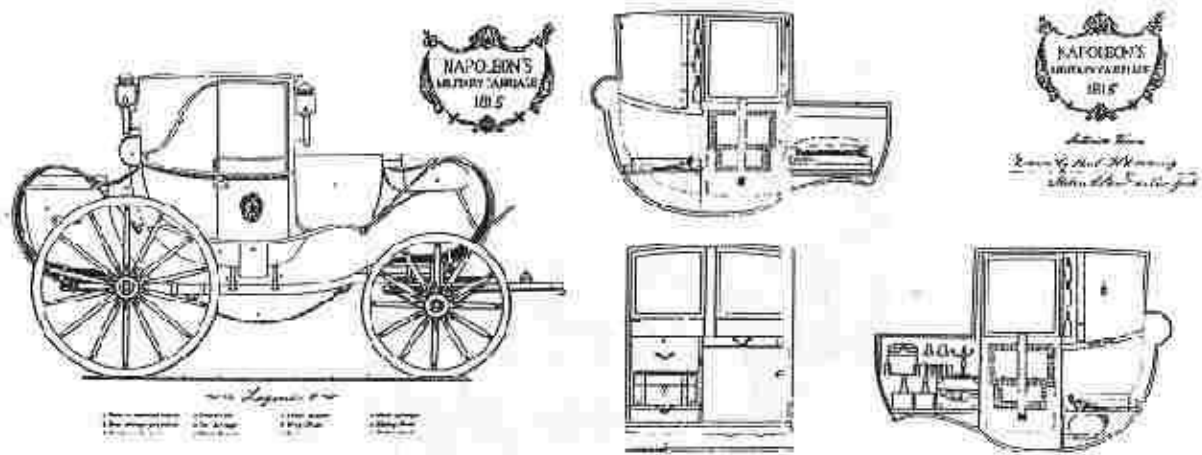


BONAPARTE'S WAGEN .

"To the Copper No. 4."

"Our readers get here a picture of the carriage of Bonaparte which was captured by the Prussian troops in the battle near Waterloo and presently is in London where it is on show to the public. **The exterior of this is equal to the customary English travelling carriages.** The colour is of a dark blue and the bordering makes a beautiful golden arabesque. On the doors are the Imperial arms. On every corner is fixed a lanterne, and another at the rear side which gives a heavy light into the interior. In front, there is a large projection, and then follows the coachman's seat which is placed so as to prevent the driver from viewing the interior of the carriage. The sides of the carriage are armoured against balls. The undercarriage is very durable, the wheels and the pole especially are very firm. All this is painted red and ornamented by gold. The body is suspended in such a way as to not easily lose balance even on the worst roads. The interior can be arranged for different uses. It can be used as a bedroom, dressing-room, dining-room or kitchen, &c. The seat has a partition, perhaps out of pride, perhaps for comfort. Receptacles for utensils of all kinds everywhere are installed. Newspapers are already acquainted with the items in these receptacles. Beneath the coachman's seat there is a small receptacle containing a bedstead of polished steel; other necessities for a bed were found in the carriage itself *. In addition, a writing-desk is attached which can be pulled out so that one is able to write even while the carriage moves on. Likewise, for maps, telescopes &c, there are cases everywhere. On one door you see pistol-holders in which there were loaded pistols from the factory at Versailles. The inward door windows are supplied with blinds which can be drawn up by springs, forming then with the sides of the carriage an impenetrable wall. The front windows are protected in a similar way, too. The horses on the carriage were of Norman race and brown colour, and rather strong and fiery."

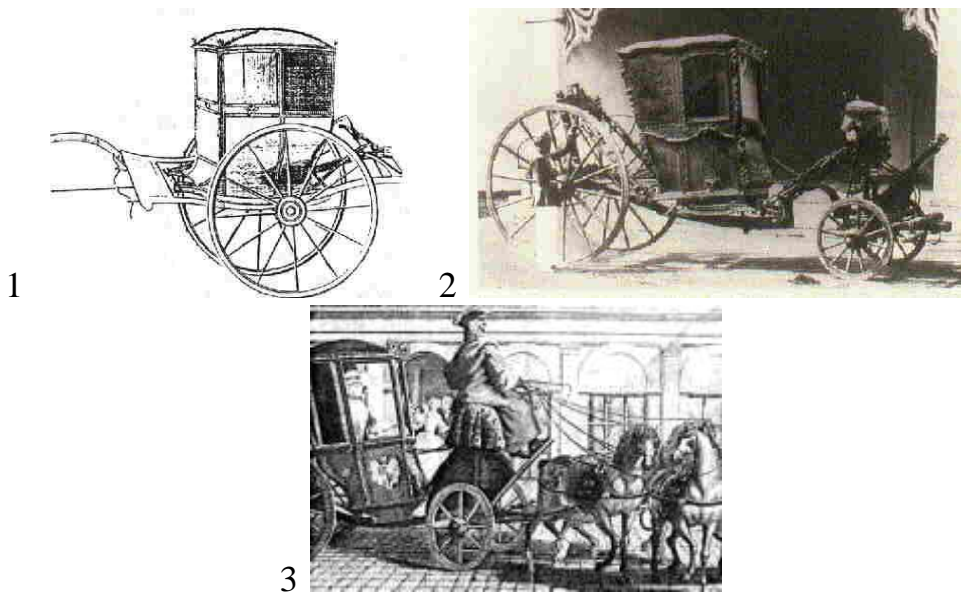
[* Captain Malel: "The exterior of this ingenious vehicle is of the form and dimensions of our large English travelling chariot, except that it has a projection in front of about two feet, the right-hand half of which is open on the inside to receive the feet, thus forming a bed, while the left-hand half contained a store of various useful things."]



Two drawings of the "389" by Colonel Paul H Downing in the Carriage Journal, vol. 5 number 1, New York 1967. - Fitting-up, "1815" and photo: PG.

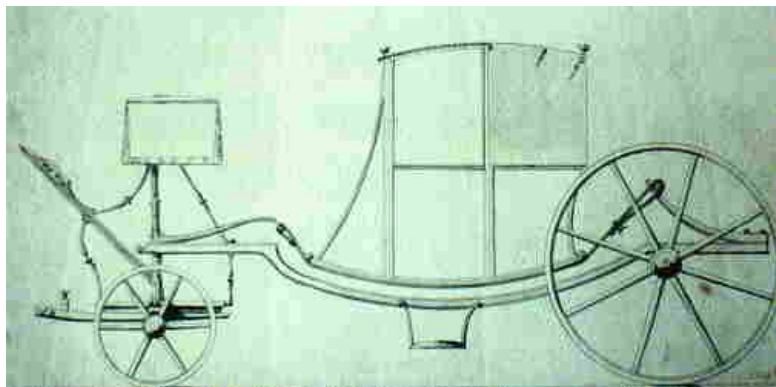
A History of the English Coupé in the Eighteenth Century.

At least four of the seven coupés owned by **Casanova** were **English Post Chariots**. In Great Britain this type of vehicle - also called Post Chaise - was the most usual and agreeable travelling carriage, and on the continent, the most noble. How it arose and developed in the course of the 18th century is briefly outlined as follows. In addition, I would like to list all the extant English Coupés that I have come across in my research.



It is thought that the "system of travelling post was introduced into England by one John Trull in 1743" (Straus,p.170). A suitable light carriage, the two-wheeled "**chaise de poste**", was imported from France and remained in use in a modified form. Picture 1 (C. Crace, 1750; photo: Colonel Paul H Downing) illustrates such a chaise.

The **Chariot**, originating from the 17th century, was called on the continent **Carrosse-Coupé**. Picture 2 (photo: Achse, Rad und Wagen, Number 1, 1991) shows a Dutch Carrosse-Coupé; picture 3 (photo: Mary R M Goodwin) the "travelling Chariot" used by Samuel Richardson's Pamela in 1745. This vehicle was too heavy for fast posting and gave way to a new type.



4

It seems at first that the coachmakers experimented with the relatively new **undercarriage of the Berlin**. There is a drawing, which I date around 1740, which refers to this (picture 4; photo: PG, from the original of the Victoria & Albert Museum, London). The horizontal fixed steel springs soon ceased to be used. Most remarkable, however, was the new **coupé-body**, and for the first time we see the clear and symmetrical lines which became "typically English" for the whole future age of coach-building. The sides were straight and not vaulted nor richly decorated as they usually were in France. The rear side was still in the manner of the Carosse-body but the fore side was drawn more forward than was usual in later years. The rear upper part of the body and the roof could be folded back, thus the body was a convertible, also called a **Landaulet**.

I learned that as a rule the English Coupé in the 18th century had an undercarriage with only **one perch**, and that the body always hung within **four steel springs**. In addition, it always had **two front windows** - a complete innovation.

**1749, July: Casanova bought his first Post Chariot from Count Dandini in [Cesena](#).
1750, January: He obtained the second, from Henriette in Geneva.**



5



6

These features we find on the **[Lister Chaise](#)** that was built in about 1755 - the oldest surviving carriage of this type (pictures 5 [photo: PG] and 6 [photo: Rosalind Westwood, Shibden Hall]).

As far as is known, it never left the home of its first owner, Samuel Lister's property **[Shibden Hall at Halifax](#)**, which today is a folk museum containing a fine collection of horse drawn vehicles (picture 5 shows a 19th century-Post Chaise, a gipsy's wagon, and in the background, the Lister Chaise). The Lister Chaise is the **first modern carriage** and therefore of great importance for the history, not only of the Coupé, but also of all closed travelling or town carriages until the advent of the motorcar. Evidently the chaise is in its original state; the body is suspended on four steel springs, which are presumably the oldest coachsprings in the world (picture 7: the fore-springs [photo: PG]). The two front and the two door windows can be

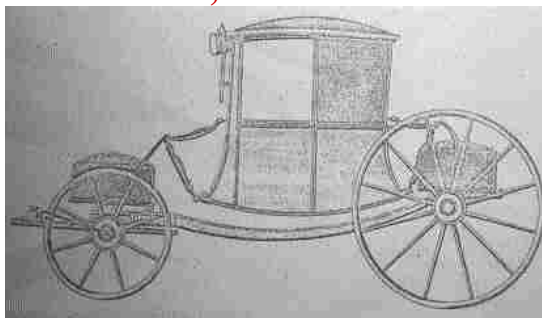
let down, and are supplied with wooden blinds which can also be let down. Built for town and country, but not for continental use (like the four English Coupés owned by **Casanova**), neither undercarriage nor body can be dismantled easily, as was necessary at that time for transportation on ships or over alpine passes.



7

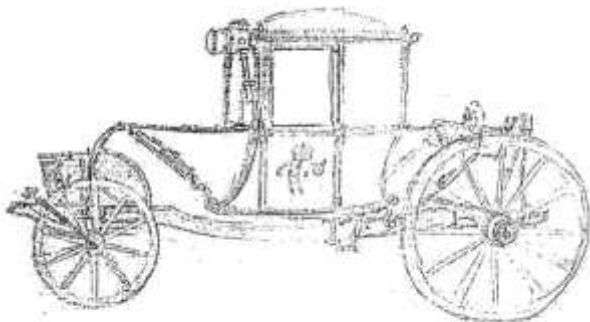
Differing from opinion in England which dates the Lister Chaise 1740 or before, I believe it to be of a later construction. It is identical in design to the Post-Chaises of Webley in 1763 (see next picture) and appears for the first time in an inventory of 1766, which gives it a value of only 20 Pounds Sterling. Because we know the prices of new Coupés (cf Casanova, Felton, and others) were about 120 Pounds Sterling at that time, the Lister Chaise must have been at least ten years old when valued in 1766.

1760, November: Casanova bought his third Post Chariot from an Englishman in Pisa.
1762, August: Purchase of his fourth one, in Geneva.

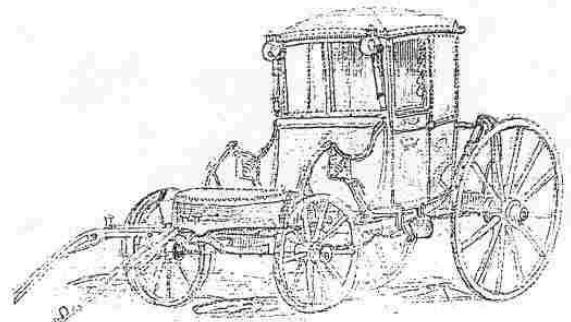


8

In 1763 the London coachmaker, **A Webley**, published his catalogue of carriages with, among others, "Post-Chariots" and "Post-Chaises", very realistically designed as we know by comparison with the Lister Chaise (picture 8; a chaise like the Lister; photo: PG).



9



10

Two drawings by Paul Sandby made in 1763 (pictures 9 and 10; photos: Windsor Castle, Royal Library). Neither Chariot has a coachman's seat: thus we have other drawings of a **Post Chaise** as we know it, as distinct from the Coupé with a coachman's seat, called a **Post Chariot**. The carriage in picture 9 is the older model to judge by the curvature of the rear side

of the body (carrosse-style) and by the rear suspension, which consists of two straps of leather connected above by short spiral springs to the wooden pillars. At the front, however, steel springs were mounted in the shape of so called *whip springs*, similar to the other carriage (10), where we find these springs also at the back.

A note on the drawing (picture 9) states this was *The Travelling Carriage of the Duke of Cumberland*, and on the door is a royal signet, a *W* under a crown. Presumably the Duke in question was William Augustus (1721 - 1765), the third son of King George II, who was until 1757 commander of the British troops (**Casanova**, by the way, mentioned him on the occasion of a ball in London in the year 1763).

While Paul Sandby called the Coupé of the Duke of Cumberland simply "travelling carriage", the term **Post-Chariot** or **Post-Chaise** can be found in **Virginia** from **1756** onwards. This is indicated by letters collected in the [Goodwin report](#). At the beginning the carriages were all imported from London, but in the last quarter of the century many were built in America.

Also from Virginia comes the first written proof of the **two front windows**. On the 10th November 1761, Robert Beverly ordered a Post Chariot from Mr Page, coachmaker of London, demanding among other things: "*The front to be divided into two glasses instead as usual one*" (Goodwin, p.clii).

1764, May: Casanova purchased from General John Beckwith of London, stationed in Wesel, Germany, an (English?) Coupé.

1766, July: Count Mosna-Mosczyński in Warsaw, presented Casanova with one of his own (English?) Coupés.



11

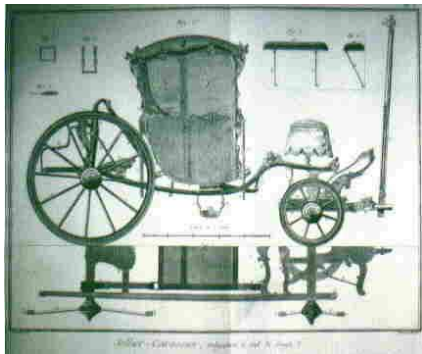
In 1768, the Oxford Magazine showed the coupé of the **Prince of Mecklenburg - Strelitz** (picture 11; photo: PG, from an original print in the Victoria & Albert Museum, London), a carriage similar to a Post Chariot: a Town- or Dress-Chariot, with a berlin undercarriage. These town coupés also had a front window divided in two parts; an arrangement originally for travelling which became extended to carriages for ceremonial use.

* * * * *

By the end of the 1760s, the English Coupé was causing a sensation in that other great centre of coachbuilding, **Paris**. The coachmaker and author **André Jacques Roubo** rejected it as inelegant and without style, but he had to agree to its efficient driving qualities. Here are some excerpts from his book published in 1771 (the bold print is my own):

" (...) they are less rounded and less high than ours [post chariots] (...) they do not have any windows at the rear side, and no curved struts, and **the front window is customarily divided into two parts**, which can be let down independently from each other (...) **The carriages à l'Anglaise are presently very up-to-date and I really do not know why, for they have neither a beautiful shape nor any grace, looking more like a box with several holes than a body**; but it is enough that the invention of these carriages comes to us from England, in

order that everyone has one or likes to have one, as if there was any law obliging ourselves to be servile imitators of a nation lying in competition with us (...) These carriages (...) seem to be in use only in the countryside, considering their **great lightness and little height**, which make them less susceptible to knocks from the side than the others. The perches of these carriages are always curved [compass perch], whether simple or double, which forces [the body] to be hung on springs, and that increases the smoothness [of the ride]."



12



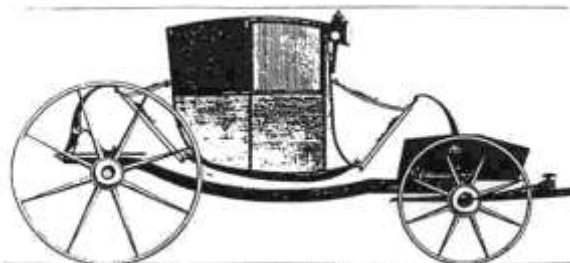
13

A comparison with the **French Coupé** (picture 12) shows to what Roubo's remarks refer. In those years, in Paris, at the beginning of the seventies, many designs of the **Diligence à l'Anglaise** were disseminated, among others by Chopard and Poilly. I found a couple of unpublished engravings in the *Musée de la Voiture and Tourisme* in Compiègne (picture 13: N.J.B. de Poilly, *Diligence Angloise coupée ou Birouche*; photo: PG).

* * * * *

At this time (1770), **Bernardo Bellotto** was in **Warsaw** producing numerous vedute of that town, in which are illustrated, besides continental Berlin-Coupés and other vehicles, many English Coupés.

1770, September: Casanova bought in Salerno a "beautiful and convenient (English?) Coupé", which he finally sold in Bologna in October 1772.



14

In 1774 another series of carriage designs was published in London: The "Currus Civilis" by **Isaac Taylor**. His **Post Chaise** (picture 14; photo: Paul H Downing) shows scarcely an alteration compared with the designs of Webley eleven years earlier.



15

Of the same "older" style is the **Diligence à l'Anglaise** which can be admired in the entrance hall of the Musée de la Voiture et du Tourisme in **Compiègne** (picture 15; photo: PG). There the body can be dated "about 1775" though the determination of the two-perched undercarriage is more problematic; it could be somewhat earlier. However, seven years later the origin of a practically identical undercarriage for the next Coupé can be identified for certain.



16

The **John Brown Chariot** (picture 16; photo: The Carriage Journal, Vol.5, No.2, 1967) was built by Quarrier & Hunter, Philadelphia, and delivered on 6th April 1783 to John Brown who lived in Providence, Rhode Island. Today the chariot belongs to the Rhode Island Historical Society in **Providence**. The similarity with the coupé in Compiègne is great, except that it has two windows at the rear, which are typical for town-coupés. Also, the highly-suspended body is notable, which no doubt was useful for crossing creeks and rivers; although by then it might simply have become the fashion. Certainly from that time the coachbodies tended to be hung higher, though they could be lowered if required. The subsequent history of the John Brown Chariot shows that it was used for town as well as for long journeys.

[1783, November: the brothers Giacomo and Francesco Casanova bought in Paris a [travelling coach](#) for their trip to Vienna; the carriage seemed to be extraordinarily good (judging by Giacomo's description in a letter), hence it could well have been an English one.]



17

Highly-suspended bodies are found in almost all pictures of carriages in the fundamental book "A Treatise on Carriages" by the London coachmaker, **William Felton**, published 1794 - 1796; the convertible **Landauet** (picture 17; photo: Paul H Downing) is a good example.



18



19

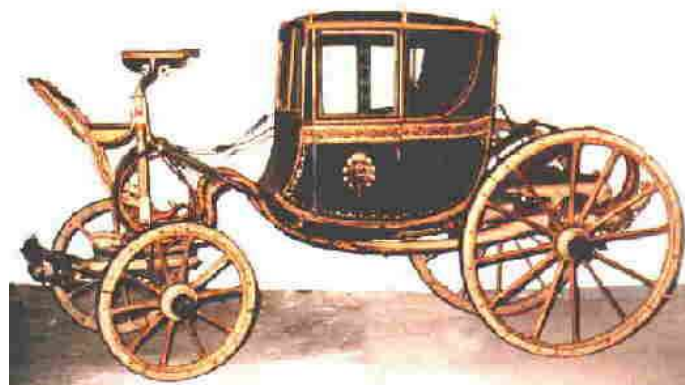
In Italy, I had the luck to find another surviving Post Chariot: the **Felissent Coupé** of the *Museo delle Carrozze, Villa Manin, Passariano*, near Codroipo / Friuli (pictures 18 & 19; photos: PG). It is dated 1795 which agrees with Felton's plans of construction. Here we find for the first time C-springs, which although shown by Webley in 1763, nevertheless were seldom used in reality, in comparison with F- and S- springs (cf "[Steel Springs](#)"). In 19th century, however, C- springs became the usual type as illustrated in pictures [24](#), [25](#) and [26](#).

**** 19th century ****



20

From the beginning of the 19th century the English Coupé became most widely known. **Thomas Rowlandson** shows the simple Post Chaise on dozens of his drawings (picture 20; "The White Hart Inn, Bagshot"; photo by PG from: J. Jobé, p.98).



21

An early **State Chariot** with Cee-springs was that belonging to Count **Magnus Fredric Brahe**, used in 1811 in Paris. Berlin-undercarriage with crane-necks. Today in the Livrustkammaren, Stromsholm, Sweden (picture 21; photo: Bernd Eggersgluß).



22



23

To this type also belongs a beautiful chariot, which was delivered in 1812 to the General-Governor of **Java, Stamford Raffles**. It was built by T. Muers, London, (pictures 22 and 23; photos: Achse, Rad und Wagen, No. 1, 1991). The photo taken during renovation (picture 22) shows the construction of the body.



24

The **Wythe Chariot**, a post chaise of the Colonial Williamsburg Foundation in Virginia, dated 1820, still has the approved S-springs (picture 24; photo: Paul H Downing). Like the carriage of 1740, it is a "half" **Landaulet** (cf [picture 4](#)), that is, only the rear part of the body could be folded back.



25

As another example of an early 19th century Coupé, shown is the noble **Travelling Chariot of the Baskerville** of Clyro in Powys (picture 25; photo: Wollaton Park Industrial Museum, Nottingham).



26

An **English Coupé, made in Germany** (Friedrich Braun, Wagenfabricant, Hessen Cassel). Ordered by Prince Emil zu Bentheim-Tecklenburg (Westphalia) in about 1825 (picture 26; photo: Bentheim - Tecklenburg).

Whether in **Sweden** (picture 21), in **Poland** (Bellotto's views of Warsaw), in **France** (13, 15), in **Italy** (18, 19), in the **USA** (16, 24), in **South-East Asia** (22, 23), or in **Hessen** - all over the world, noble coupés were of the same English style.

* * * * *20th century* * * * *



27

The history of the English Coupé did not end in the 19th century. The **Rolls Royce** of 1909 (picture 27; National Science Museum, London; photo: PG) belongs to the first generation of motorcars with a closed body. However, not just any coach body was taken but that of the English Coupé, with two front windows and other characteristics. The driver still had to sit in the open air like the coachmen.



28

The front window, divided into two parts, continued as an element of design in building automobiles: e.g. a **Jaguar sportcoupé XK 140** (picture 28; photo: ADAC Motorwelt 8/93) during the Mille Miglia for oldtimers from Brescia to Rome in 1993.



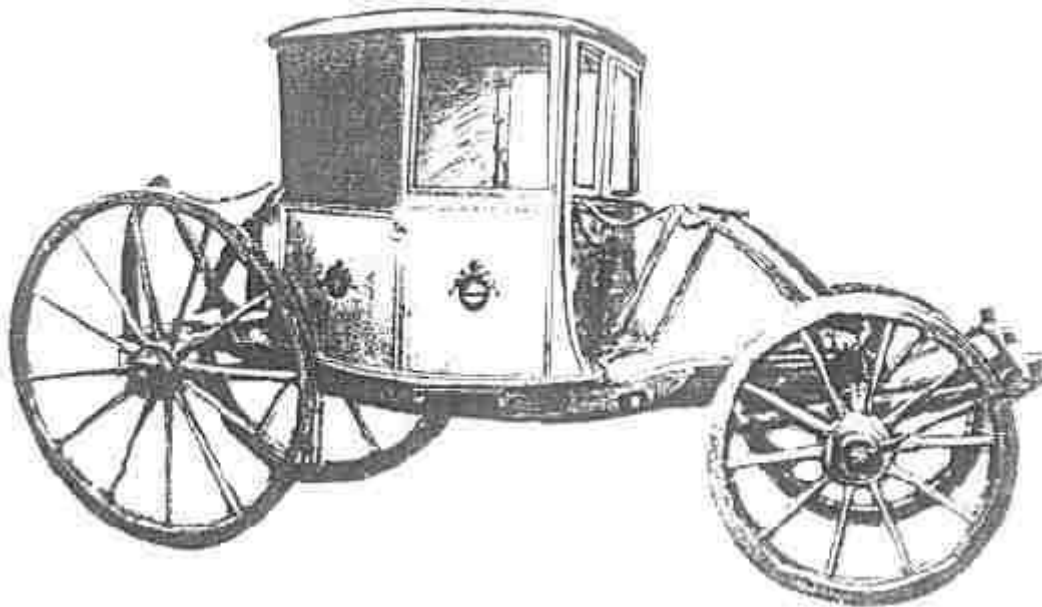
THE CASANOVA TOUR by Pablo Günther



([Contents](#)) **Part VI:**

TRAVELLING CARRIAGES - (part III, [V](#) - VIII) - **Casanova's Carriages** - [List of Casanova's carriages](#) - 1. [Cesena](#) - 2. [Geneva 1](#) - 3. [Paris 1](#) - 4. [Paris 2](#) - 5. [Zurich](#) - 6. [Pisa](#) - 7. [Aachen](#) - (continuation: [part VII](#))

Casanova's Carriages.



The Lister Chaise. Photo: PG.

no. name*... year ... wheels/seats ... type kilometres
[* Corresponding to the town, where the carriages - all second hand - were bought.]

I. Travelling carriages from 1749 until 1772:

7 Coupés, 4 Chaises de Poste, 1 open carriage, 1 coach, 1 sleeping carriage.

*The **English Coupés** or Post Chariots: 36.6 % or 8,160 km of 22,265 km altogether.*

- | | | | | |
|------------------|----------|-----------|------------------------------------|-------|
| 1. Cesena | 1749 ... | 4/2 | English Coupé | 985 |
| 2. Geneva 1 | 1750 ... | 4/2 | English Coupé | 755 |
| 3. Paris 1 | 1757 ... | 2/1 | Chaise de Poste | 1,505 |
| 4. Paris 2 | 1759 ... | 2/1 | Chaise de Poste | 1,120 |
| 5. Zurich | 1760 ... | 4/4 | Open Carriage | 1,800 |
| 6. Pisa | 1760 ... | 4/2 | English Coupé | 4,340 |
| 7. Aachen | 1762 ... | 4/4 | Coach (Berlin?) | 155 |
| 8. Geneva 2 ... | 1762 ... | 4/2 | English Coupé | 2,080 |
| 9. Lyons | 1763 ... | 2/1 | Chaise de Poste, "Solitaire" | 1,215 |

10. Wesel	1764 ...	4/2	Coupé	610
11. Riga	1764 ...	4/2	Sleeping Carriage	3,250
12. Warsaw ...	1766 ...	4/2	Coupé	2,835
13. Paris 3	1767 ...	2/1	Chaise de Poste	755
14. Salerno	1770 ...	4/2	Coupé	860
			total: 22,265

II. Two town carriages in Paris: 1758 - 1759. No specification.

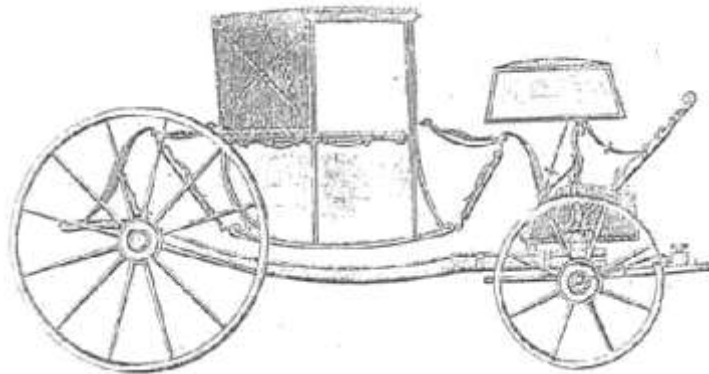
III. Travelling carriages from 1773 onwards:

15. Innsbruck ..	1783 ..	4/2	Chaise, "Sedia da posta"	560
16. Paris 4	1783 ..	4/4	Travelling Coach, "carozza"	1,360
17. Dux	1786 ..	4/2	Travelling calash, "voiture"	2,950

I. His Travelling Carriages between 1749 and 1772.

1. The English Coupé "Cesena"

Called by Casanova: voiture anglaise.



According to my present knowledge, I see this Post Chariot as being the nearest to Casanova's *voiture anglaise*. It is a convertible coupé, a so-called Landaulet, of which the upper part of the body could be folded back and - presumably - dismantled. - A. Webley, London, 1763.

Photo: PG.

*Possible producer: Robert Holly**, Coachmaker, London.

Type: Post Chariot.

Model: "GT" (*Grand Tourisme*; can be dismantled for transportation by ship or over alpine passes).

Equipment: 1 folding seat.

New price (according to Casanova): 180 Guineas (43,200 d.).

Travelling speed: Parma - Mont Cenis - Geneva: 110 km/day (with overnight stays).

Former owner: Count Dandini, of Cesena, Ecclesiastical State.

Price: 200 Roman Sequins (21,600 d.) incl. repair.

Route: 985 km. Cesena - Parma - Milan - Parma - Turin - Mont Cenis-pass - Geneva.

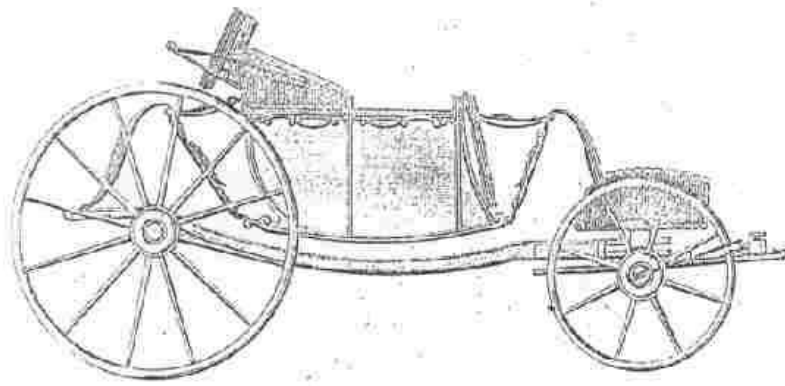
Dates: July 1749 - January 1750.

New owner: Henriette, Geneva.

Selling price: barter for her Coupé ("Geneva 1").

Destination: direction of Lyons (and perhaps to Aix-en-Provence).

[* This and the following "possible producers" are mentioned in the [Goodwin-Report](#). They all emigrated from London to Virginia after Casanova's Chariots were built. Thus I would like to honour forgotten London coachmakers.]



Convertible coupé (Post Chaise), the top folded back, the door and front windows let down, the frame of the front window folded forward. - A Webley, London 1763. Photo: PG.

Casanova tells:

[Italics, bold print and annotations / translations between [] are my own.

Words by Casanova: [" "].

HL = Giacomo Casanova, "A History of My Life", translated by Willard R Trask, published by Longmans, 1967 - 1970 (the first English translation of the Brockhaus/Plon integral version).]

In Cesena, a town between Bologna and Rimini (see next picture), Casanova meets Henriette: (HL, vol. III, chapter 2, p. 21 ff.) As her conquest seemed to me no difficult matter I considered how to go about achieving it. (...).

I asked the officer [and companion of Henriette] if he intended to go to **Parma** by post [stage coach] or by carriage. He answered that, having no carriage of his own, he would prefer to go by post.

"I have a carriage," I said, "and a very comfortable one; and I offer you the two back seats in it, if my company is not distasteful to you." (...).

"(...) in the meanwhile permit me to go and finish some business".

The 'business' was a carriage, which I owned only in imagination. It was to the Caffè della Nobiltà that I immediately went to ask where there might be a good carriage for sale. I at once heard that there was an **English carriage** ["voiture anglaise"] for sale at Count Dandini's and that no one would buy it because the price was too high. He asked two hundred zecchini for it, and it was only a **two-seater**, with a **folding seat**. It was just what I wanted. I find someone to guide me to [the coach house](#), the carriage is to my liking; the Count had gone out to supper, I promise to buy it the next day, and I return to the inn well satisfied. During supper I talked to the officer only to settle it that we would leave the next day after dinner and would each pay for two horses. (...).

The next morning very early I went to Count Dandini's. (...). I bought the carriage, which must have cost twice as much, on condition that he would at once send for a harness maker who would bring it to me at the inn door in perfect order an hour after noon. (...).

We dined, had our trunks put on and securely tied, and then set off after a contest of politeness over the seat beside Henriette, which he wanted me to take. He did not see that the **folding seat** was the one which my budding love could not but prefer to his; but I had no doubt that Henriette saw it perfectly. Seated **facing her**, my eyes saw her without my having to turn my head to give them that pleasure, which is certainly the greatest a lover can have among those which he cannot be denied. (...).

Some repair being needed to my carriage, we stopped at **Forli**.



Cesena, Piazza del Popolo. The shadow of the old townhall is visible on the right. The building above the fountain was the posting inn (corner Via Zeffirino) where Casanova lodged and met Henriette. - Photo: Tab Cart, Forli.

*Some months later, Casanova accompanied Henriette to **Geneva**:*

(HL,III/5,p.75ff.) We set out from **Parma** at nightfall, and we stopped at **Turin** for only two hours to engage a manservant to wait on us as far as **Geneva**. The next day we ascended **Mont Cenis** in [carried] chairs, then descended to **Lanslebourg*** by sledge. On the fifth day we reached **Geneva** and put up at the 'Scales'. (...).

[* Casanova confounded the direction and wrote by mistake "Novalesa".]

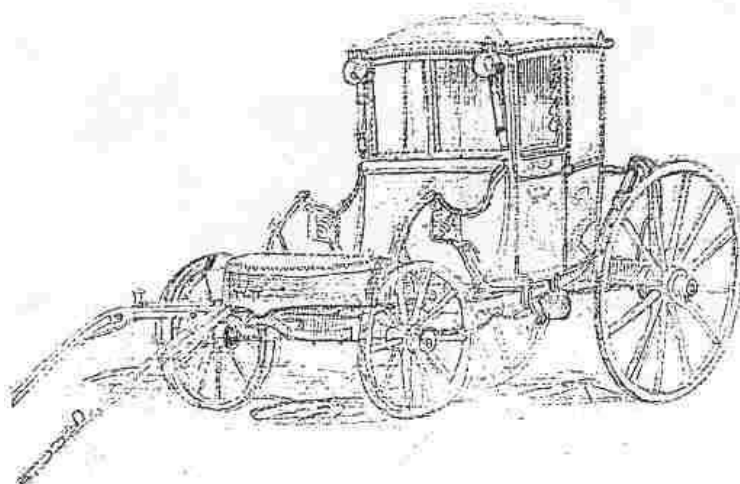
I broke the silence to say that **the carriage** which [the banker] Tronchin would furnish her could not possibly be more comfortable than mine and, that being so, she would be doing me a favor by keeping it for herself and letting me have the one the banker would give her; and she assented. (...).

She left at daybreak, with her waiting-woman beside her and a footman on the coachman's seat and another ahead on horseback. I did not go back upstairs to our room until after I had followed the carriage with my eyes and long after I lost it from sight. After ordering the waiter not to enter my room until the horses with which Henriette was traveling should have returned (...).

The postilion returning from **Chatillon** did not arrive until the following day. He gave me a letter from Henriette, in which I found only one word: 'Farewell.' He told me that no accident had befallen her and that she had continued her journey, taking the road to **Lyons**.

2. The English Coupé "Geneva 1"

Called by Casanova: voiture.



The second oldest drawing of an English Coupé which I know of is this Post-Chaise, designed by Paul Sandby in 1763. - Photo: Windsor Castle, Royal library.

*Possible producer: **Christopher Reeves**, Coachmaker, London.*

Type and model: most likely a Post Chariot "GT".

Former owner: Henriette, in Geneva.

Agent: banker Tronchin, Geneva.

Price: unknown.

Route: 755 km. Geneva - Evian - Grand St. Bernhard-pass - Aosta - Turin - Parma - Bologna - Fusina (Venice).

Dates: January - February 1750.

New owner: N.N.

Last stay: Fusina.

*Henriette away, Casanova alone in **Geneva**:*

(HL,III/5,p.77) The next day I set out for **Italy** with a servant whom Monsieur Tronchin gave me. Despite the unfavorable season, I took the route through the **[Grand] Saint Bernard**, which I crossed in three days on the seven mules required for ourselves, my trunk, **and the carriage** intended for my beloved [Henriette]. (...). I felt neither hunger nor thirst nor the cold which froze all nature in that terrible part of the Alps.

*In **Parma** again:*

(P.79) I get up and open my door to him [de la Haye], then go back to bed.

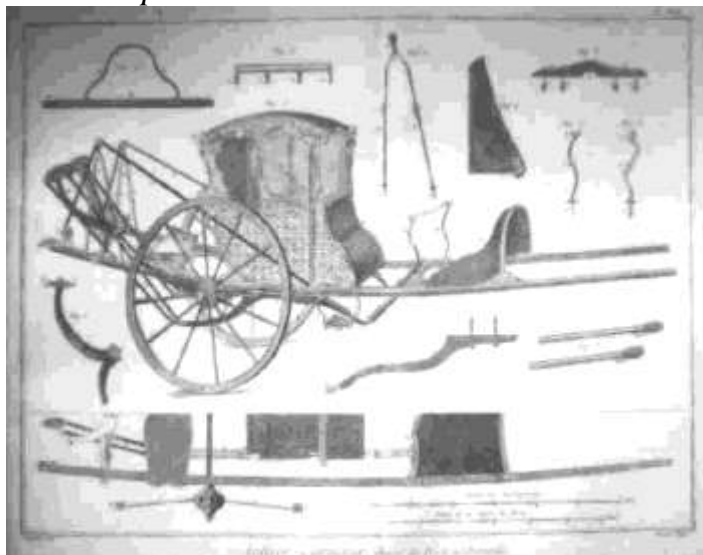
"A foreigner," he says, "who needs a carriage wishes to buy yours."

"I do not want to sell it."

(HL,III/6,p.90) Two or three days later I went to Ferrara and from there to **Venice** by way of Rovigo, Padua, and **Fusina**, where I left my carriage.

3. The Chaise de Poste "Paris 1"

Called by Casanova: chaise de poste.



"Chaise de Poste à L'Écrevisse". - Encyclopédie, Paris 1769. Photo: PG.

Producer: N.N.; in France.

Type: Chaise de Poste (two-wheeled, for one person).

Travelling speed: 1.) Paris - Dunkirk: 90 km/day. 2.) Paris - Antwerp: 175 km/day.

Former owner and price: unknown.

Route: 1,505 km. Paris - Amiens - Dunkirk - Paris - Cambrai - Brussels - Amsterdam - Paris.

Dates: August 1757 - January 1759.

New owner: N.N.

Journey from Paris to Amsterdam in October 1758:

(HL,V/6,p.130) Two hours before reaching Amsterdam in my two-wheeled post chaise ["chaise de poste"] with my servant sitting behind, I meet a four-wheeled carriage ["calèche"], drawn by two horses like mine and also carrying a master and servant. The driver of the four-wheeled carriage wanted my driver to make way for him, mine protested that if he did he would upset me in the ditch, but the other insisted. I address the master, a handsome young man, and ask him to order his driver to make way for me.

"I am posting, Monsieur," I say, "and furthermore I am a foreigner."

"Monsieur, here in Holland the post has no special rights, and if you are a foreigner you must admit that you have no greater claim than mine, since I am in my own country."

At that I get out in snow halfway up my boots, and holding my drawn sword I tell the Dutchman to get out or to make way for me. He replied, with a smile, that he had no sword and that in any case he would not fight for such a silly reason. He told me to get back in my chaise, and he made way for me.

5. The Open Carriage "Zurich"

Called by Casanova: voiture ouverte.



This open two-seater travelling carriage ornaments an Austrian post-map of 1782. - Photo: PG.

Producer: N.N., Switzerland.

Type: Four-wheeled carriage with four seats face to face.

Travelling speed: Marseille - Toulon: 12 km/h.

Agent: Mathias Ott, innkeeper "Zum Schwert", Zurich.

Price: unknown.

Route: 1,800 km. Zürich - Lucerne - Bern - Soleure - Lausanne - Roche - Geneva - Chambéry - Grenoble - (by ship: Grenoble - Avignon) - Avignon - Valence - Grenoble - Geneva - Valence - Avignon - Marseille - Toulon - Antibes.

Dates: May 1760 - April 1763. Was deposited in Antibes from October 1760 onwards for two and a half years; monthly rental: 6 Francs (60 d.), so that finally the rental totalled 180 Francs (1,800 d.).

1st new owner: the man who deposited the carriage.

2nd new owner: Giacomo Passano.

Selling price: 4 Louis d'Or (1,600 d.). Gift by Casanova.

Repair costs: 1 Louis d'Or.

Destination: Lyons via Marseilles.

In Zurich there were only open carriages:

(HL,VI/4,p.94f.) [To Leduc:] "Tell the innkeeper that I want a carriage at my disposal every day for two weeks and a good hire man-servant."

The innkeeper whose name was Ott and who had the title of Captain, came in person to tell me that in Zurich there were only open carriages; I made the best of it (...).

(HL,VI/5,p.106.) I had scarcely left Zurich before I had to stop at **Baden** to get a carriage I had bought repaired.

In Grenoble:

(HL,VII/3,p.48f.) (...) the caretaker came up to tell me that I would be well advised to travel to **Avignon** by water, in a comfortable boat on which I could also put my carriage and which would cost me much less. (...).

I went to sleep on the boat and was not waked until Avignon, where I was taken to the "Saint-Omer" inn (...).

In Antibes:

(HL,VII/4,p.94.) In that city I engaged a felucca to Genoa, and, intending to return to France by the same route, I put my carriage in a stable, under a written agreement to pay six francs [60 d.] a month.

Antibes, two and a half years later:

(HL,IX/2,p.43f.) When I was preparing to order post horses so that we could spend the night at Fréjus, a man appears saying that I owe him ten Louis [2,400 d.; 80 d. per month] for the stabling of a carriage which I had left with him almost three years before. I at once remember that it was when I had carried Rosalie off from Marseilles. I laugh, for the carriage was a poor one and not worth even five. I reply that I make him a present of it. He says, he does not want my present, he wants ten louis. (...).

Needing a carriage for Passano and my brother, I thought that the one in question might do for them. Passano went to see it, and, having found it in wretched condition, he got it for four louis, and I spent another to put it in condition to reach Marseilles. I was not able to get away until afternoon.

6. The English Coupé "Pisa"

Called by Casanova: voiture anglaise.



The "Lister Chaise" of the Shibden Hall Museum in Halifax / England. Built about 1755. This type (Post Chaise), however with a coachman's seat (then called a Post Chariot), generally corresponds to Casanova's English Coupés. - Photo: Rosalind Westwood, Shibden Hall Museum.

Possible producer: Mr. Page, Coachmaker, Lincoln's Inn Fields, London.

Type, model: Post Chariot "GT".

Equipment: 1 folding seat for 2 persons.

Travelling speed: Lyons - Paris: 7,5 km/h (180 km/day). Florence - Rome: 7,8 km/h (280 km in 36 hours).

Former owner: An Englishman, at Pisa.

Price: unknown.

Route: 4,340 km. Pisa - Florence - Rome - Naples - Rome - Florence - Bologna - Turin - Mont Cenis-pass - Lyons - Paris - Strasbourg - Munich - Augsburg - Constance - Basle - Chaumont - Paris.

Time: November 1760 - April 1762.

New owner: Presumably Madame d'Urfé.

Last stay: Pontcarré (castle of Madame d'Urfé, near Paris).

Purchase of another English Coupé:

(HL,VII/7,p.144.) The next day I went to dine in **Pisa** at the "Hussar" inn, where I stayed for two days. From an **Englishman** I bought a very pretty carriage which seated two and had a **folding seat** for two more. It was this Englishman who took me to call on the celebrated poetess Corilla, whom I wanted to meet.

Departure from Rome in December 1760:

(HL,VII/9,p.205.) The next morning, after breakfasting well and fondly embracing my brother [Giovanni], I set off in **my fine carriage** with the Abate Alfani, preceded by Leduc on horseback. I reached **Naples** at a time when the whole city was in a state of alarm because the fatal volcano was threatening to erupt. At the last post station [Aversa] the post master showed me the will left by his father (...).

The great "robbery" on the post road from Naples to Rome in January 1761:

(HL,VII/10,p.235ff.) After showing my generosity to the Duke's household, I left as I had arrived. That nobleman, who died three or four years later, escorted me to the door of my carriage.

Chapter XI. Accident to my carriage.

With my Spaniard [Leduc] riding ahead and Don Ciccio Alfani beside me, I am sound asleep in **the excellent four-horse carriage** when I am startled awake by a violent jolt. It was midnight when my carriage was overturned in the middle of the highway, beyond **Francolise** and four miles from **Sant' Agata** [fourth post station from Naples; posthouse of **Sessa Aurunca**]. Alfani, who was underneath me, was screaming from the pain in his right arm, which he thought was broken and which afterward proved to be only dislocated. My Leduc, coming back, told me that the two postilions had fled and that they might have gone to take the news to highway robbers.

I easily got out of the carriage through the door which was above me; but Alfani, unable, between his age and his disabled arm, to make his own way, had to be pulled out. We managed it in a quarter of an hour. His piercing shrieks made me laugh because of the strange oaths with which he interlarded his silly prayers to St. Francis of Assisi, his patron. For my part, **accustomed to being overturned**, I suffered no damage. It depends on the position one assumes. Don Ciccio may have hurt his **arm** because **he put it outside [the door-window]**.

From the carriage I take my dueling pistols, having short ones in my pocket, my carbine, and my sword. I tell Leduc to mount and go looking for armed peasants in the vicinity, money in hand. Meanwhile, Don Ciccio having lain down on the hard ground groaning and in no condition to resist robbers, I make my own preparations to sell them my fortune and my life at the highest price. My carriage being close to the ditch, I unhitch the four horses, I tie them to the wheels and the pole in a circle, and I station myself behind them with my five firearms. In this predicament I could not help laughing at poor old Alfani, who was writhing exactly like a dying dolphin on the seashore and who uttered the most horrible execrations when a mare whose back was turned to him took it into her head to empty her bladder on him. There was nothing to be done; he had to put up with the whole stinking rain and to forgive my laughter, which I had not the strength to hold in.

The darkness of the night and a strong north wind made my situation still more trying. At the least sound I heard, I cried "Who goes there?" threatening death to anyone who should dare to advance. I had to spend two whole hours in this tragicomic situation.

Leduc finally arrived at full gallop, shouting at the top of his voice and followed by a band of peasants, each with his lantern, come to my rescue. They were ten or twelve of them, all armed with muskets, and all ready to obey my orders.

In less than an hour the carriage was put back on its four wheels, the horses were harnessed, and Don Ciccio was restored to the seat he had occupied. I sent all the peasants away well satisfied, keeping only two who, serving as my postilions, brought me to the posthouse at Sant' Agata at daybreak. The row I raised there was terrifying:

"Where is the post master? Someone go fetch me a notary, for the first thing is to make a statement. I insist on an indemnity; and the postilions who overturned me on an **excellent road**, where a spill is impossible unless it is done on purpose, shall be at least sentenced to the galleys."

A **wheelwright** arrives; he looks over my carriage and finds the axle broken, a new one must be made at once, and the verdict is that I will have to stay there at least one day.

In need of a surgeon, Don Ciccio goes without telling me to the Marchese Galiani, whom he knew and who comes in person to ask me to stay in his house until my carriage is repaired. I accept his invitation. He orders my carriage put in his coach house at once. (...).

After supper I took leave of the entire company, and I left at dawn so that I should be in **Rome** the next day. I had only fifteen stages to cover **on a very good road**.

Soon after that, in **Florence**, Casanova 'abducted' La Corticelli in a hired carriage of the post in the direction of **Bologna** and ordered his servants Leduc and Costa to follow in his coupé "Pisa". They, for their part, were ordered to bring along Corticelli`s mother and her son. The meeting point was a village beyond the Tuscan frontier, and perhaps an additional post station, **Monghidoro**, at that time called **Scaricalasino**:

(HL,VII/12,p.259f.) We left Florence at eight, and I did not stop until an hour after midnight at a post station in Papal territory, where I had nothing more to fear. The name of the station was "The Ass Unloads"; the name set my feather-brained companion laughing, and we went upstairs. (...).

We went to bed at four o'clock in the morning after ordering that we be waked when a four-horse **English carriage** arrived.

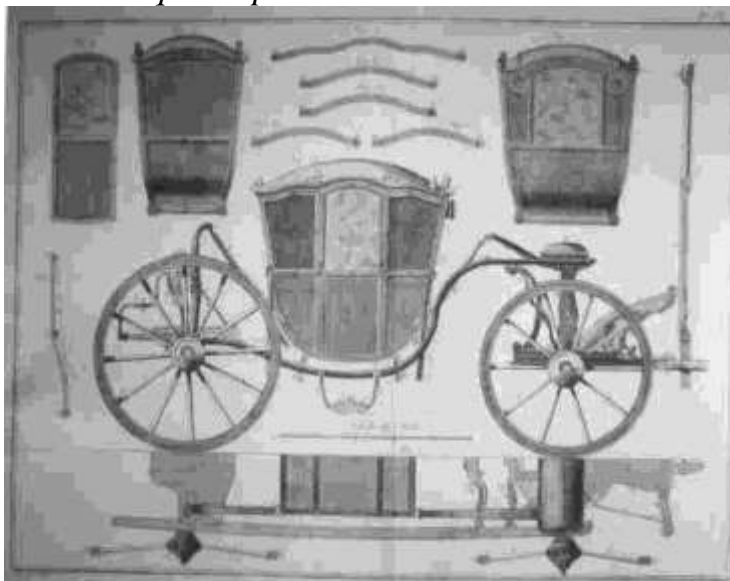
Turin, May 1761:

(HL,VII/13,p.283.) After obtaining a letter of credit on Augsburg I left, and the next day I crossed the **Mont Cenis** on mules - I, Costa, Leduc, **and my carriage**. Three days later I reached **Chambéry**, putting up at the only inn*, where all travellers are obliged to lodge.

[* Presumably the post station, in the rue d'Italie, Faubourg Montmélian. The building still is there. Information by Helmut Watzlawick.]

7. The Coach "Aachen"

Called by Casanova: voiture à quatre places.



"Berline de campagne à cul de singe". The high fore wheels were much better for travelling than the usual small ones of Berlins. - Encyclopédie, Paris 1769. Photo: PG.

Producer: N.N.

Type: presumably a four-seater Berlin like the other coach purchased in Aachen.

Former owner: N.N., at Aachen.

Price: unknown.

Route: At first with La Corticelli, her mother and the two maids of Mme d'Urfé: Aachen - Luxembourg - Soultzbach - Basle - Besancon. Then with Casanova: 155 km; Besancon - Col de la Givrine - Geneva.

Dates: July 1762.

New owner: the dealer of "Geneva 2", who accepted it in part-payment, at Geneva.

Departure from Aachen in two carriages:

(HL,VIII/3,p.68.) On the third day I furnished the mother and daughter [Mimi] with traveling clothes, and, in an elegant and roomy **berlin** which I had secured, we all set out happily from Aix. (...).

Just as we were leaving I directed La Corticelli to a **four-seated carriage** ["Aachen"] in which she was to travel with her mother and two maids [of Mme d'Urfé]. She shook from head to foot; her pride was wounded, and for a moment I thought she would go out of her mind (...).

(...) Mme d'Urfé (...) showed that she was very glad to be seated opposite me and beside the protégée of the powerful Selenis; while Mimi seized every opportunity to show how happy she was to be in my company.

Departure from Basle:

(HL,VIII/4,p.81.) Everything was ready for the next morning, and we left, Madame d'Urfé and I in the berlin, La Corticelli, her mother, and the two maids in the other carriage. When we reached **Besancon** Madame d'Urfé left me, taking her servants with her, and the next day I set out for **Geneva** with the mother and daughter. I put up, as always, at the "Scales".



THE CASANOVA TOUR by Pablo Günther



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8. The English Coupé "Geneva 2"

Called by Casanova: voiture anglaise.



The very beautiful "Diligence à l'anglaise" of the Musée de la Voiture et du Tourisme at Compiègne, France. I presume that it was built in France around 1775. Berlin-undercarriage with crane-necks and the body, suspended in S-springs, in the perfect shape of an English travelling coupé. - Photo: PG.

Possible producer: **Richard Grey**, Coachmaker, Piccadilly, London.

Type: Post Chariot.

Model: "GT de Luxe".

Equipment: 2 folding seats. Curtains.

New price (according to Casanova): about 250 Guineas (60,000 d.).

Former owner: a used-carriage dealer in Geneva.

Price: 100 Louis d'or (24,000 d.) plus coach "Aachen".

Route: 2,080 km. Geneva - Lausanne - Geneva - Lyons - Chambéry - Mont Cenis-pass - Turin - Mont Cenis - Geneva - Mont Cenis - Turin - Milan - Genoa - (by ship: Genoa - Antibes) - Antibes - Marseille - La Croix d'Or - Avignon - Lyons - Pont-de-Beauvoisin.

Dates: August 1762 - May 1763.

First new owner: Marcolina.

Destination: Venice.

Second new owner: Procuratore Francesco II. Lorenzo Morosini.

Selling price: 1,000 Ducats valued as 1,000 Écus (30,000 d.).

Purchase of an English Coupé in Geneva:

(HL,VIII/4,p.83.) That evening, as the Syndic and I were on our way to visit our pretty cousins, I saw **a fine English carriage** for sale, and I exchanged it for mine, giving a hundred louis to boot.

Excursion to Lodi:

(HL,VIII/9,p.252.) I took a place on the **folding seat** of my carriage, holding the Countess's son on a big pillow in my lap.

The memorable journey from Genoa to Lyons:

From Genoa to Antibes, Casanova had four companions: his brother Gaetano, the young ladies - La Crosin of Marseille and Marcolina of Venice, and the painter Passano.

(HL,IX/2,p.33.) My **felucca**, which was of good size, had twelve rowers and was armed with some small cannon and with twenty-four muskets, so that we should be able to defend ourselves against pirates. [My servant] Clairmont had cleverly had **my carriage and my luggage** arranged in such a way that five mattresses were stretched across them at full length, so that we could have slept and even undressed **as if in a room**. We had good pillows and wide covers. A long tent of serge covered the whole ship, and two lanterns hung from the two ends of the long beam which held up the tent.

At Menton:

(P.39f.) We go on board the felucca; and the officer, delighted with **my fine carriage**, falls to examining it. (...).

At four o'clock we were off Nice, and at six o'clock we landed at **Antibes**. Clairmont saw to having everything I had brought in the felucca taken to my rooms, waiting until the next day to have **my carriage made ready for the road again** [mounted, assembled; "faire remonter"].

Departure from Marseilles. Behind the Croix d'Or, Casanova simulated a break-down of his carriage to meet Henriette again [cf [article](#)]:

(HL,IX/4,p.78f.) We [Casanova and Marcolina] left the next day, intending to travel all night and not stop until we reached Avignon, but at half past five o'clock, a league beyond the **Croix d'Or, the fastening of the pole of my carriage broke**, so that we needed a cartwright. We had to resign ourselves to waiting until the nearest one to the place at which we were could come to our aid. Clairmont went to make inquiries at a **pretty house** [Henriette's *chateau de Valabre*] on our right at the end of a drive 300 paces long and bordered by trees. I had only one postilion [usually two], whom I forbade to leave the four too restive horses. He came back with two menservants from the house which we saw, one of whom brought a message from his master inviting me to wait for the cartwright in his house. (...).

The pole is made fast with ropes, and, leaving Clairmont to guard everything, I go to the house on foot with Marcolina. The cartwright had been sent for, and the carriage slowly followed us.

(P.81.) A servant came in to tell me that the cartwright was in the courtyard and that he said it would take him at least four hours to put my carriage in condition to travel. I then asked permission to go down, and I looked at everything. The cartwright lived a quarter of a league away, I was thinking of going there in the carriage itself by fastening the pole to the forecarriage with ropes, when the gentleman who did the honors of the house asked me in the Countess's [Henriette's] behalf to sup and spend the night at her house, for, if I went to the cartwright's it would be out of my way, I should not get there until nightfall, and the cartwright, having to work by candle-light, would do everything badly. So persuaded, I told

the cartwright to go home and to come back at daybreak with whatever he needed to put me in condition to leave.

(P.82f.) The next morning I rose at daybreak to hasten the cartwright's labors. Coffee was brought to me at my carriage, and when everything was ready I asked if the Countess was visible so that I could go to thank her. (...).

After exhausting my stock of compliments, and giving a louis to each of the servants present, I set off.



Henriette; Or, The Mystery of the Golden Cross.



*The identification of Casanova's greatest love, Henriette of Aix-en-Provence, now seems certain following the researches of **Dr. Louis Jean André**, also living in Aix. He kindly provided me with his article (later published as: *Sous le Masque d'Anne d'Arce: Adélaïde de Gueidan*. In: *L'Intermédiaire des Casanovistes*, nr. 13, Geneva 1996), documents and photos, so that I can show briefly the solution - as I am convinced - of a great casanovistic mystery.*

*Casanova gives us only one or two apparently clear references to the real Henriette, that is when he describes in his memoirs the situation of the "pretty house" where he met her in 1763: "a league beyond the **Croix d'Or**" (in the direction of Aix), and in 1769, when he drove from Aix to the same house, he says "one and a half leagues before the Croix d'Or". Why did he mention this pub on the post road between Marseille and Aix where the road to Bouc-Bel-Air (former Albertas) branched off? Did he tell the truth with one (4.5 km) or one and a half leagues? And even so, which of the many country houses, "bastides" or little chateaux in the region in question is the right one? The Croix d'Or always seemed to be the key to the solution of this mystery, and two published attempts (Samaran, Watzlawick) are based on that.*



*However, another reference to Henriette could be of importance, that is she played the cello masterly (Casanova described Henriette as an excellent cellist, and he even presented her with such an instrument in Parma in 1749). Dr. André sought for such a lady and in fact he found in the Musée Granet, Aix-en-Provence, an oil-painting (here a detail) by Nicolas de Largillière (Paris, 1656 - 1746), titled "**Adélaïde de Gueidan and her younger***

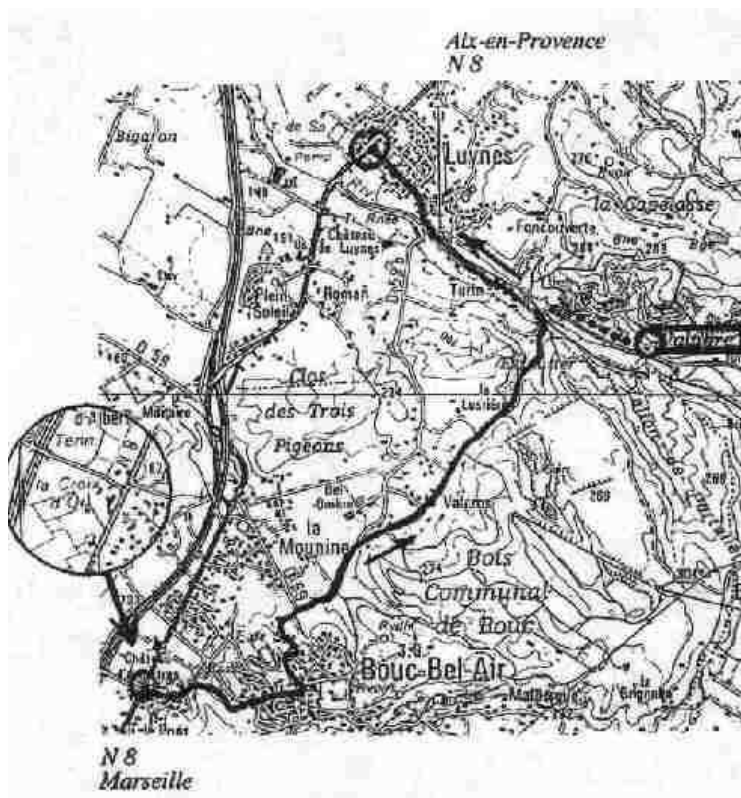
sister on the cembalo"(Photo: Musée Granet / Louis André).

The putto below, placed in front of a cello, seems to say by the gesture of his hand: "... and Adélaïde plays the cello!" In those times, says Dr. André, it was considered "indécent" to portray a lady with a cello between her legs.

***Adélaïde de Gueidan** was born in Aix on the 14th December 1725, and died on the 2nd December 1786 in La Palud (Alpes de Haute Provence), residence of her husband, the*

seigneur of that region Pierre Louis de Demandolx. Her cembalo playing sister Polyxène Julie was born on the 7th October 1728.

Dr. André succeeded in showing that Adélaïde's course of life was in no contrast to Casanova's informations. Moreover, different circumstances have the character of proves: he found in her papers of marriage the signature of a relative, Mr d'Antoine Blacas, who recognized Henriette in Parma. Also, Dr. André quickly found the "pretty house":



In contrast to his words in the memoirs, Casanova must have known the real name of Henriette and where he could meet her: at the **Chateau de Valabre** of her father, Gaspar de Gueidan (President of Mortier at the Parliament of the Provence in Aix). To this end, he left the post road Aix - Marseille (today N 8) at **la Croix d'Or**, and exactly "une lieue" (4.5 km) from there, he reached the drive bordered by trees at the end of which stood the chateau. Here he simulated an accident to his carriage in order to be able to contact the inhabitants inclusively Henriette as though by chance.

As known, Casanova then spent the night alone, while his girlfriend Marcolina layed in the arms of Adélaïde resp. Henriette.

6, Aspects du XVIIIe siècle Aixois (...). Aix-en-Provence 1999. ISBN 2-906280-07-0. **Contents:** I. Un épisode provençal de la guerre de succession d'Autriche (...). II. Une Aixoise du XVIIIe siècle: Adélaïde de Gueidan. III. Monsieur Farussi à Aix-en-Provence. **IV. Sous le masque d'Anne d'Archi, Adélaïde de Gueidan (...).**

2) André, Louis Jean: Casanova à Aix-en-Provence. In: Le Courrier d'Aix, 26.12.1998.

Copyright photos by Dr. Louis André, Aix-en-Provence, 2000.]

A few days later, Casanova and Marcolina arrived at Lyons and put up at the Hotel du Parc. This was witnessed by a young French lady, Marie de Nairne, and described in a letter of 28th May 1763 (Compigny des Bordes, p.2) to her fiancé, the Scotch Baron Michel de Ramsay, (extracts by C de Bordes; translated by Gillian Rees):

"This stunning traveller arrived in a berlin at the Hotel on the Park in Lyon towards five o'clock in the evening. He immediately created a hullabaloo because he was not given the room he claimed he had booked in advance. His servant, like himself, had the same threatening manner. (...) But at table, once the hors d'oeuvre had been served, he was in charming humour, expounding enthusiastically upon a thousand different subjects. We hung on his lips. (...) The Chevalier d'Agis, who sat near him, burned with desire to know this extraordinary individual. (...) He was tall, with a tanned complexion, richly dressed with heavy jewelled rings on his fingers. His foreign accent was highly comical. A very good looking young woman, dark and with dazzling teeth, and the same foreign accent, who had come with him in the coach, laughed ceaselessly at the stories related for our amusement. (...) On leaving the table, he proposed a game at which M. de Longuemare held the bank. The Chevalier lost twenty louis, M. de Longuemare about a hundred, and the astonishing stranger won some rolls [of money]. (...) Before we went to bed, he offered some sweets to the ladies, and at last M. d'Agis, as he had wished, was able to talk to him. (...) It was M. de Casanova, a Venetian noble."

Still at Lyons. Casanova decided to send Marcolina back in the company of the Venetian Ambassadors on their return home. He presented her with 400,000 Bayocks (converted), and in addition his carriage, because he wanted to secure her future:

(HL, IX/5, p.119 ff.) "I must," said Signor Querini, "see about putting my major-domo in another carriage, for the calash holds only two."

"Your Excellency need not trouble about that", I said, "for Marcolina has a carriage of her own in which [her maid] Signora Veneranda will be very comfortable and in which she can put her trunks."

"You mean," she asked me, "to give me your carriage too?"

I could not answer. I pretended to blow my nose, and I went to the window to dry my tears.

(Casanova so loved his English Coupé...)

(...). The travelers were to set off on the next day but one.

Back in our room and feeling that nothing could console me, I undressed, ordering Clairmont to have the carriage gone over and put it in condition for a long journey. I flung myself on the bed in a dressing gown, refusing to listen to all the very reasonable things Marcolina was saying to me.

"Consider," she said, "that it is not I who am leaving you but you who are sending me away." Toward six o'clock Signor Morosini and Signor Querini entered the courtyard and, before coming upstairs, stopped to **look at my carriage**, which the cartwright was examining. They spoke to Clairmont, then came to see us. I asked them to excuse me for being in undress. Signor Querini made me laugh by remarking on the large number of boxes which Marcolina had to find a way of getting into the carriage, and he exclaimed admiringly when he learned

that it was the one he had just seen, for **it was very fine**. Signor Morosini told Marcolina that if she would sell it to him as soon as she was in Venice he would give her a thousand ducats for it, which was exactly a thousand French écus; it was worth twice as much. (...).

(...) we went to their lodging at eight to give Signora Veneranda time to put everything she needed in the carriage. (...).

I put on boots and spurs, telling Clairmont that I should be back the next day, and when Marcolina was ready I got into the carriage with her and went to the Ambassadors' lodging. (...).

[The next morning] we left, I on the **folding seat** opposite to the heart which I was tearing from my bosom and to Signora Veneranda, who kept us amused for a long time by her exaggerated comments on the beauty and comfort of the carriage and on her good fortune in riding in it as if she were an Ambadress, as her master had said to her, **for their carriages were nothing in comparison with ours**.

We took coffee at Bourgoin while the horses were changed, and the Ambassadors decreed that we should go no farther than **Le Pont de Beauvoisin**, for Signor Querini did not like to travel at night. (...).

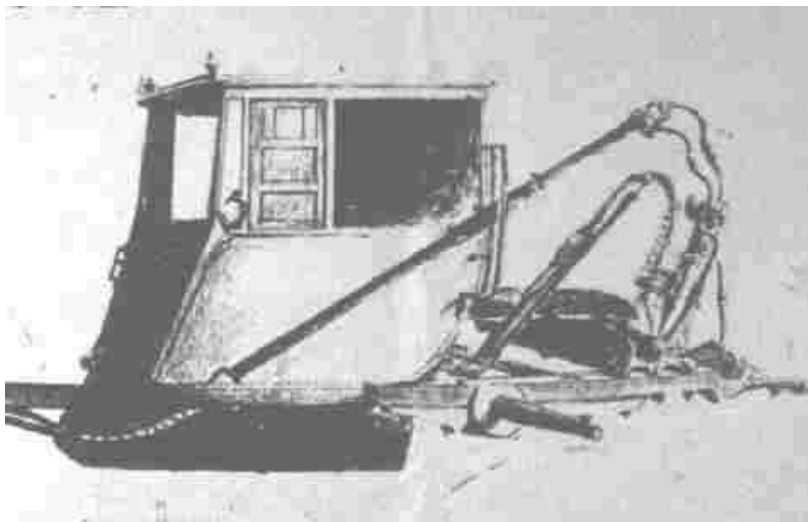
The horses were harnessed, and a **saddle horse** which I had ordered to take me to La Tour-du-Pin [second stage back to Lyons] was ready too. After hastily drinking a cup of coffee we went down-stairs, and I took leave of Their Excellencies and the whole company. The last was Marcolina, whom I embraced for the last time and whom I did not see again until eleven years later, when I found her happy. After tearing myself from the door of her carriage, I mounted and stayed there watching her until the moment when the postilion whipped up. Then I left at full gallop, hoping to kill the horse and to perish with it; but death never comes to the wretch who longs for it. I covered eighteen leagues in six hours (...).



The Procurators *Tommaso Querini* and *Francesco II. Lorenzo Morosini* were the Ambassadors who, only a few weeks before these events, rode in their "New State Coach" from Somerset House to St. James's, where they congratulated King George III (somewhat belatedly) on his accession to the throne in the name of the Republic of Venice. - "The Venetian Ambassadors New State Coach in the Public Entry in London April 18th 1763". Victoria and Albert Museum, London. Photo: PG.

9. The Chaise de Poste "Lyons"

Called by Casanova: Solitaire.



This Chaise de Poste looks exactly like the "Solitaire" described by Casanova. - Photo: Rudolf H. Wackernagel, Munich.

Producer and type: like "Paris 1".

Model: Solitaire [that means a one-seater, but all French Chaises de Poste were one-seaters. I do not know why Casanova did not call it Chaise de Poste, like the chaises before and after in the text].

Speciality: no steps.

Equipment: Dalesme - springs (André Dalesme, French inventor of steel-springs); lanterns with candles on springs; 3 glass-windows (like they usually have); inside lined with velvet.

Former owner: N.N., at Lyons.

Condition: almost new.

Price: 40 Louis d'or (9,600 d.).

Route: 1,215 km. Lyons - Nevers - Paris - Abbéville - Calais - Brussels - Liège - Roermond - Wesel.

Was deposited for 9 months in the Hotel "Au Bras d'Or"* in Calais.

Dates: June 1763 - May 1764.

New owner: General John Beckwith, at Wesel.

Selling price: barter for Coupé "Wesel". - Reason for barter: German post horses were not accustomed to go in thills.

[* The "Golden Arm" is mentioned by Nugent (vol. IV, p. 20).]

Purchase of the Solitaire in Lyons:

(HL,IX/5,p.123f.) Needing distraction, I told Clairmont to inform the innkeeper [of the Hotel du Parc] that I would eat at the public table, and at the same time I told him to find out where there was **a decent carriage for sale**, for I wanted to leave as soon as possible. (...).

I had bought a carriage of the kind known as **a solitaire, with three glass windows, two wheels, shafts, springs à l'Amadis***, and lined with crimson velvet, almost new. I got it for forty Louis. I sent two strong trunks to **Paris** by the diligence, keeping only a portemanteau packed with what I needed, and I was going to leave the next morning **in dressing gown and nightcap**, determined not to leave my solitaire until after fifty-eight stages [that is: at Fontainebleau] **on the finest road in all Europe**. Imagining myself traveling alone, I thought I would be doing homage to my dear Marcolina, whom I could not forget. At table an officer told me that I had obtained **the carriage** only because the day's notices had made him lose a

quarter of an hour. He had already offered thirty-eight louis, and he was on his way to take the owner forty; but my servant had already paid them. On his asking me when I was leaving, I said that I should leave at six o'clock the next morning, expecting to be in Paris in forty-eight hours.

[* Casanova did not remember correctly; the springs were known as **à la Dalesme**.]

But things turned out quite differently. Departure from Lyons:

(P.129f.) I got into my one-seater, Adèle sat down between my thighs, [her father] Moreau got up behind, Clairmont mounted his horse, and we set off. It was nine o'clock.

Adèle was awkwardly seated at first; I encouraged her to sit more easily and she did so; she caused me discomfort only because I saw that she was uncomfortable; she could rest her back nowhere but on me, and I felt that I should not urge her to take that liberty, which might lead to serious consequences. I made her talk of innocent subjects as far as **l'Arbresle*** where, while the horses were being changed, we got out to attend to natural necessities. Getting back into the carriage, into which Adèle had to follow me, I held out my hand to help her make the long stride needed to enter it from the front, for this sort of carriage has **no step**. Adèle having to raise her skirt in front, and directly before my eyes, and then to lift up her leg a great way, I saw black breeches instead of her white thighs. The sight displeased me; I said to her father, who was helping her from behind:

"Monsieur Moreau, Adèle has on black breeches".

She blushed, and her father said with a laugh that she was fortunate to have shown only her breeches.

His answer pleased me; but the thing itself displeased me, for in France the idea of wearing breeches is an impertinence in a girl, unless she has to **ride horseback**; and even then, a girl who is not of the nobility rides without breeches, only taking care to arrange her skirts properly. In Adèle's breeches I thought I saw an insulting intention, an attempt at defense; a reasonable supposition, but which I thought she should not entertain; the thought made me angry, and I did not speak to her all the way to **Saint-Symphorien** [sixth stage].

[* Present name of the 2nd stage; former name: La Bresle; Casanova wrote by mistake *La Bresse*.]

So much about Casanova's trouble and fatigue when travelling!

On the way to London, in Calais:

(HL,IX/7,p.159.) I had scarcely arrived before I summoned the innkeeper and had him give me a receipt for my **post chaise**, which I was leaving with him, countersigning it, and I at once chartered a packet boat so that it should be at my orders whenever I pleased.

Nine months later:

(HL,X/2,p.34.) At **Calais** I went ashore and at once I went to bed in the Golden Arm Inn, where my **post chaise** was.

Posting in Germany only with carriages with a pole:

(P.38f.) (...) and I left in my **post chaise**, which kept me in despair because the **post horses** [in Germany] were not accustomed to **shafts**; I resolved to get rid of it at **Wesel**. No sooner had I arrived at the inn that I went to bed, and I told Daturi to discuss exchanging it for a **four-wheeled carriage**.

10. The Coupé "Wesel"

Called by Casanova: voiture à quatre roues.



An English Coupé, designed presumably at Paris, about 1770. Undercarriage with one perch and two crane-necks. - Musée de la Voiture et du Tourisme, Compiègne. Photo: PG.

Possible producer: William Holliday, Coachmaker, Long Acre, London.

Type: probably a Post Chariot.

Travelling speed: Wesel - Berlin: 4.5 km/h.

Former owner: General John Beckwith of London (where Casanova met him), then Wesel.

Price: barter for the Chaise de Poste "Lyons".

Route: 610 km. Wesel - Minden - Hannover - Brunswick - Wolfenbüttel - Brunswick - Magdeburg - Potsdam - Berlin.

Dates: May - September 1764.

New owner: Giovanna Denis, née Corrini, at Berlin.

Selling price: unknown.

Purchase of a coupé at Wesel:

(HL,X/2,p.38 f.) (...) I resolved to get rid of it [the Chaise de Poste "Lyons"] at **Wesel**. No sooner had I arrived at the inn that I went to bed, and I told Daturi to discuss exchanging it for a **four-wheeled carriage**.

The next morning I was very much surprised to see General Beckwith in my room. After the usual questions and condolences on the state of my health, the General said that he would himself buy my chaise and would give me a **carriage in which I could travel comfortably** all through Germany, and the thing was done then and there.

11. The Sleeping Carriage "Riga"

Called by Casanova: *Schlafwagen*.



Russian travelling and sleeping-carriage. However, Casanova's "Schlafwagen" must have been totally closed. - Cutting of an engraving by J. Ph. Lebas: "Vue de St.Petersburg", 1778. Photo: Picture archive of the Austrian National Library.

Producer: N.N., Russia.

Type: Russian house-wagon, sleeping carriage.

Year of construction: unknown; but according to the harbour custom-house at Riga: "old" (therefore no duty).

Team of horses: six.

Beds: for two persons.

Accessory: sleigh-runners.

Travelling speeds: 1.) As sleigh, with post horses: 10 km/h (240 km/day). 2.) As coach: with the 6 horses of the "izvozchik": 115 km/day; with post horses on muddy roads: 75 km/day.

Former owner: Vincenzo Campioni, at Riga.

Price: unknown, perhaps a present.

Route: 3,250 km. Riga - Narva - St. Petersburg - Nowgorod - Moscow - St. Petersburg - Riga - Königsberg.

Camping: at Krasnoje Selo, for three days.

Dates: December 1764 - September 1765.

New owner: N.N., at Königsberg.

Selling price: unknown.

"Short journey" from Riga to St. Petersburg (590 km):

(HL,X/5,p.98f.) Campioni left me his **Schlafwagen**, which obliged me to travel to **Petersburg** with six horses. (...).

Traveling day and night, shut up in my Schlafwagen, which I never left, I arrived there in sixty hours. This speed was due to the fact that at Riga I had paid in advance for all the stages, so that I received a post passport from the Governor of Livonia, who was a Marshal Braun. The journey [590 km] is about equal to the one from Lyons to Paris [450 km], for the French league [4.5 km] is about equal to four versts and a quarter [right; 1 verst: 1.07 km]. On the coachman's seat I had a French manservant, who offered me his services as far as Petersburg gratis, asking only for permission to ride in front of my carriage. (...).

Young Lambert, lying beside me in my Schlafwagen, did nothing but eat, drink, and sleep, without ever saying a word to me, for he could only talk in his stutter about mathematical problems, in which I was not interested at every hour of the day. (...).

During all the **short journey** from Riga to Petersburg I stopped only a half hour at **Narva**, where it was necessary to show a passport which I did not have. I told the Governor that, being Venetian and traveling only for my pleasure, I had never thought I should need a passport, my Republic not being at war with any power and there being no Russian envoy in Venice.

Journey from St. Petersburg to Moscow (750 km):

(HL,X/6,p.123f.) Everything being arranged for my journey to **Moscow**, I got into my **Schlafwagen** with [my girlfriend] Zaire, with a manservant who spoke Russian and German up behind. For eighty rubles [4,320 d.] an izvozchik [coachman and carrier] contracted to take me to Moscow in six days and seven nights with six horses. It was cheap, and, not taking the post, I could not expect to travel faster, for the journey was seventy-two Russian stages, which made five hundred Italian miles [750 km] more or less. It seemed to me impossible, but that was his business. (...).

We reached **Novgorod** in forty-eight hours [100 km/day], where the izvozchik allowed us five hours' rest.

It was there that I saw something which surprised me. Invited to drink a glass, the coachman looked very gloomy, he told Zaire that **one of his horses would not eat**, and he was in despair, for he was sure that, not having eaten, it could not go on. We all go out with him, we enter the stable, and we see the horse listless, motionless, with no appetite. Its master began haranguing it in the gentlest of tones, giving it looks of affection and esteem calculated to inspire the animal with sentiments which would persuade it to eat. After thus haranguing it, he kissed the horse, took his head in his hands and put it in the manger; but it was useless. The man then began to weep, but in such a way that I was dying to laugh, for I saw that he hoped to soften the horse's heart by his tears. After weeping his fill, he again kisses the beast and again puts his head in the manger; but again to no purpose. At that the Russian, in a towering rage at such obstinacy in his beast, swears vengeance. He leads it out of the stable, ties the poor creature to a post, takes a big stick, and beats it with all his strength for a good quarter of an hour. When he can go on no longer, he takes it back to the stable, puts his head in the trough, whereupon the horse eats with ravenous appetite, and the izvozchik laughs, jumps up and down, and cuts a thousand happy capers. My astonishment was extreme. I thought that such a thing could happen only in Russia, where the stick has such virtue that it performs miracles. But I have thought that it would not have happened with a donkey, which stands up under a beating much more stubbornly than a horse.

(P.126.) We arrived in **Moscow** as our man had promised us we should do. It was not possible to arrive there more quickly, traveling always with the same horses; but by post one goes there rapidly.

Back in Petersburg. Manoeuvres in Krasnoje Selo:

(P.137.) We arrive at eight o'clock in the morning at the place where, on this first day, the maneuvers went on until noon, and afterward we stop in front of a tavern, where we have food brought to us in the [sleeping-]carriage, for the place was so full that we could not have found room. After dinner my coachman goes everywhere to look for some sort of lodging, but none is to be found. What of it? - not wanting to go back to Petersburg, **I decide to lodge in my carriage**. That was what I did for all the three days, and what was declared excellent by all those who had spent a great deal and who had been very poorly lodged. Melissino told me that the Empress had declared my expedient very sensible. **My house, of course, was movable**, and I placed myself at the points which were always the safest and the most convenient in respect to the place where the maneuvers were to be held on that particular day. In addition my carriage was expressly made to afford perfect comfort on a mattress, for it was

a sleeper. I was the only person who had such a carriage at the review; visits were paid me, and Zaire shone in doing the honors of the house in Russian, which I was very sorry I did not understand.

*Journey back to **Königsberg**, and from there to **Warsaw**:*

(HL,X/7,p.157f.) After this sad parting [from Zaire] La Valville became my only mistress, and in three or four weeks I was ready to leave with her. (...).

(...) and having put a good mattress and bed covers in my **sleeping carriage**, I lay down in it with La Valville, who found this way of traveling as agreeable as it was comical, for we were actually in bed.

We stopped at **Caporya** the next day to dine, having a plentiful supply of food and good wines in my carriage. (...).

At **Königsberg** I sold my sleeping carriage, and, being now alone, I engaged a place in a four-seated carriage and went to **Warsaw**. My three companions were Poles who spoke only German; so I was thoroughly bored during all the six days it took me to make the unpleasant journey. I went to lodge at Villiers', where I was sure I should find my old friend Campioni.

12. The Coupé "Warsaw"

Called by Casanova: voiture à quatre roues et à deux personnes.



French Berlin-Coupé with a typical English body for town use, suspended by Polignac-springs (cf. next picture). About 1775. - Musée de la Voiture et du Tourisme, Compiègne. Photo: PG.

Producer: N.N.

Type: (English ?) Coupé.

Former owner: Count August Nalecz of Mosna-Moczynski, of Warsaw.

Price: present.

Route: 2,835 km. Warsaw - Breslau - Dresden - Leipzig - Dresden - Prague - Vienna - Munich - Ludwigsburg - Schwetzingen - (by ship: Mainz - Cologne) - Cologne - Aachen - Spa - Luxembourg - Metz - Paris.

Dates: July 1766 - September 1767.

New owner: N.N., in Paris.

Selling price: barter for the Chaise de Poste "Paris 3".

*Departure from **Warsaw**:*

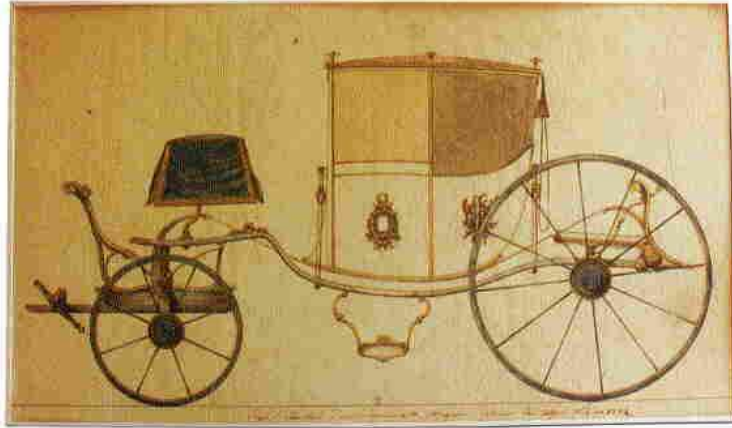
(HL,X/8,p.206f.) The generous Moczynski embraced me and begged me to accept the small present he was going to make me of a **carriage**, since I had none, and he asked me to write to him. (...).

The next day I paid my debts, which came to two hundred ducats [24,000 d.], and I prepared to leave on the next day but one for **Breslau** with Count Clary, he in his carriage and I in mine, which Count Moczynski at once sent me. (...).

We arrived in Breslau, traveling day and night, without anything untoward befalling us.

*Departure from **Breslau**:*

(P.210f.) Early the next morning everything is ready, the horses are harnessed, I set off, and a hundred paces outside the city gate my postilion stops. The **window at my right being down**, I see a package come in, I look, and I see the young woman, whom to tell the truth I had forgotten; my manservant opens the door for her, she sits down beside me, I find the thing done to perfection, I praise her, swearing that I had not expected such shrewdness, and we are off.



This design widely corresponds to the coupé shown before. "Profil géométral d'une Diligence à la polignac dessiné par Taazin fils en 1774" (at Paris?). - Musée de la Voiture et du Tourisme, Compiègne. Photo: PG.

13. The Chaise de Poste "Paris 3"

Called by Casanova: chaise de poste.



An English two-wheeled post chaise. - From: Ivan Sparkes, Stagecoaches and Carriages, Letchworth 1975. Photo: Rudolf H. Wackernagel.

Producer: N.N.

Type: Chaise de Poste.

Former owner: N.N., in Paris.

Price: barter for the Coupé "Warsaw".

Route: 755 km. Paris - Etampes - Orléans - Amboise - Tours - Poitiers - Angouleme - Bordeaux - Castets - St. Jean-de-Luz.

Dates: November 1767.

New owner: N.N., in St. Jean-de-Luz.

Departure from Paris with destination Madrid:

(HL,X/12,p.298f.) It was November 6th. I did not leave until the 20th. I exchanged my carriage, which had four wheels [coupé "Warsaw"], for one **with two and room for only one person;** (...).

My passport from the Duke of Choiseul [in 1767 General Superintendent of the Post] authorizing me to order post horses is dated the 19th, and I still keep it. I left on the 20th, all alone, without a servant, sad because of Charlotte's death, but calm, with a hundred louis [24,000 d.] in my purse and a bill of exchange for eight thousand francs [80,000 d.] on Bordeaux. (...).

I began to sleep, annoyed that I was constantly being waked to pay the post.

(P.303.) (...) and, by way of Les Landes, I went to **Saint-Jean-de-Luz** [Casanova wrote by mistake "Saint-Jean-d'Angély"], **where I sold my post chaise** ["chaise de poste"]. I went to **Pamplona** after crossing the Pyrenees riding a mule and with another carrying my trunks. I thought those mountains much more imposing than the Alps.

14. The Coupé "Salerno"

Called by Casanova: *coupé*.



"Diligence monté à l'Angloise". Design by Chopard, Ménuisier, Paris, about 1770. - Musée de la Voiture et du Tourisme, Compiègne. Photo: PG.

Producer: N.N.

Type: (English ?) Coupé.

Former owner: N.N.

Price: unknown.

Route: 860 km. Salerno - Naples - Monte Cassino - Rome - Florence - Lucca - Florence - Bologna.

Dates: September 1770 - October 1772.

First new owner: Vice-Legate Ignazio Lodovico, Prince Buoncompagni-Ludovisi at Bologna.

Selling price: 300 Roman Scudi (18,000 d.).

Second new owner: Margherita Giacinta Irene Gibetti, called "La Viscioletta", in Bologna. Present of the Vice-Legate.

At Bologna:

(HL,XII/6,p.135f.) Two or three days later I have post horses harnessed to my carriage and I go to the gentleman's country house. (...).

I leave the room, I go downstairs, and I arrive still in time to keep the postilion from finishing unharnessing the horses. Promising him a double mancia ("tip"), I gaily tell him to take me to some village where, while waiting for his horses to eat their oats, I could eat something two. So saying, I get into my carriage, which was a **very pretty and comfortable coupé**.

Sale of his last Coupé, at Bologna:

(P.152f.) At this time **I put up my coupé for sale**. I needed money, and I preferred selling my carriage to selling some other possession which I liked better. I set the price of it at three hundred and fifty Roman scudi. The carriage was beautiful and comfortable and worth this amount. The proprietor of the stable where it was came to tell me that the Vice-Legate offered me three hundred scudi for it; I took real pleasure in thwarting the wish of a prelate who possessed the object of my vain desires [the dancer La Viscioletta]. I replied that I did not care to haggle and that I had already announced the price.

Having gone to the stable at noon to make certain that my carriage was in good condition, I found there the Vice-Legate, who knew me from having seen me at the Cardinal's and who must have known very well that I called on his beauty. He said to me in an insolent tone that my carriage was not worth more than three hundred scudi, that he knew more about it than I did, and that I ought to seize the opportunity to get rid of it, because it was too fine for me.



Ignatius Boncompagni Ludovisi

The originality of these expressions made it necessary for me to be silent, for I feared that too acid a reply might anger him. I left him there, saying that I would not lower the price by a copper.

The next day La Viscioletta wrote me that my giving my carriage to the Vice-Legate at the price he had offered would be doing her a great favor, for she was sure he would make her a present of it. I replied that I would go to speak with her that afternoon, and that it would depend on her to persuade me to do whatever she wanted. I went there, and after a short but forceful conversation, she surrendered to me. I wrote her a note in which I sold her my carriage for the sum of three hundred Roman scudi. She had the carriage the next day, and I the money and the pleasure of having given the prelate good reason to guess that I had found a way to avenge myself for his stupid pride.

II. His Carriages in Paris.



Street traffic in Paris in the 1750's was not much different to that in London. Fatal accidents happened every day. Considerable noise and enormous quantities of horse dung burdened the environment. And in all that, a fast driving Casanova... - From: A. S. Turberville, Johnson's England. Oxford 1933.

In 1758, Casanova, who after being given a share in the lottery of the École Militaire, became a rich man and settled down in Paris or, more exactly, outside the city walls, "in the country", as he said. Naturally, from there he needed a private carriage to go into the city. He reports:

(HL, vol. V, p. 179 f.) Having made up my mind to take a country house, I decided on "Little Poland" after looking at several. It was well furnished, a hundred paces beyond the Madeleine barrier [custom house]. The house was on a little hill near the "Royal Hunt" [inn] and behind the Duke of Gramont's garden. The name the owner had given it was "Airy Warsaw". It had two gardens, one of which was on the level of the second floor, three master's apartments, **a stable for twenty horses**, baths, a good cellar, and a large kitchen with all the necessary pots and pans. (...) [The owner] rented me his house for a hundred louis a year [converted, per month: 2,000 d.] and gave me an excellent female cook, known as "the Pearl" (...). He also promised me cheaper fodder for my horses, and in fact everything, since whatever entered Paris had to pay and, being there, I was in the country.

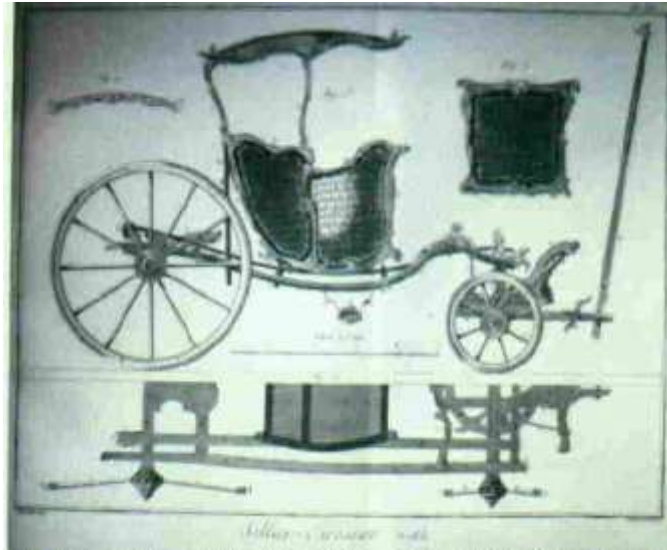
In less than a week I acquired a **good coachman, two carriages, five horses, a groom**, and two good footmen in half-livery.

Soon after that, having joined a ball at the opera:

(P. 182) (...) I went to little Poland. It took me only a quarter of an hour. I was living in the country, and in a quarter of an hour I could be anywhere I pleased in the city. My coachman drove like the wind, my horses being of the kind called *enragés* and not intended to be spared. Such horses, cast-offs from the King's stable, were a luxury. When he drove one of them to death for me I replaced it for two hundred francs [2,000 d.]. One of the greatest pleasures in Paris is **driving fast**.

Paying his respects to a young business woman, Casanova continued with this great pleasure:

(P.252) In love with her (...) I passed her shop three or four times a day, paying no attention to my coachman's repeated warnings that the long detours were killing my horses. I loved the way she threw kisses and the eagerness with which she watched for the first glimpse of my carriage.



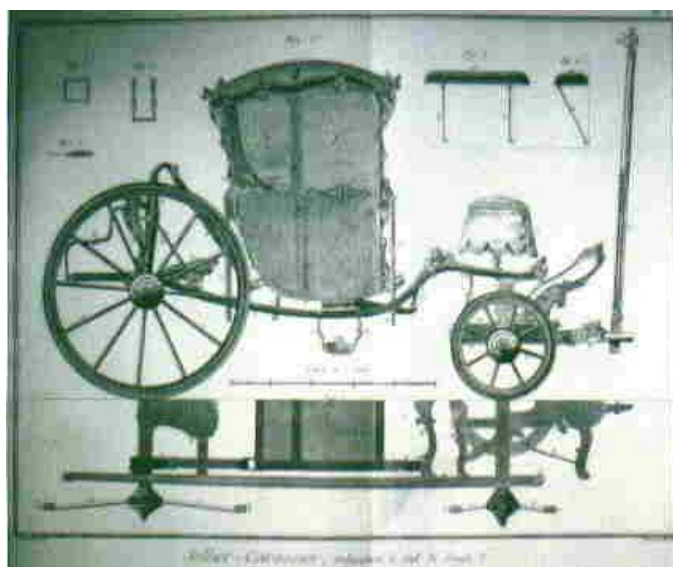
"Diable". - Encyclopédie, Paris 1769. Photo: PG.

It is clear that Casanova did not speed through Paris with the usual heavy berlins or chariots, thus it is more likely to have been a light carriage like the "**Diable**" (photo), a type illustrated in the Encyclopédie and by Roubo, and mentioned by Casanova on the occasion of his first sojourn in Paris from 1750 to 1752:

(HL,vol.III,p.148) [The Prince of Monaco and I] get into a **diable**, a carriage then fashionable, and by eleven o'clock in the morning we are being received by the Duchess.

However, the **diable** shown has no coachman's seat, so perhaps Casanova owned another model with a seat for his driver. The type "diable" is of a calash, with a berlin-undercarriage in French style and thoroughbraces. The front side of the body was heavily upholstered (above right in the picture) thus being a forerunner of an airbag.

Another light carriage was a **berlin-coupé**, called a "**Diligence**" (photo). It had a coachman's seat, and even a **folding seat** in the interior (at the picture below shown separately on the right upper side), which was highly esteemed by Casanova in his several English Coupés.



"Diligence à Cul de Singe". - Encyclopédie, Paris 1769. Photo: PG.



THE CASANOVA TOUR by Pablo Günther



([Contents](#)) **Part VIII:**

TRAVELLING CARRIAGES - (part III, [VII](#) - VIII) - Casanova's Carriages (3) -**15. The Chaise "Innsbruck"** - 16. The Travelling Coach "[Paris 4](#)" - 17. The Calash "[Dux](#)" . ([Part IX](#) : Post Roads).

III. His Travelling Carriages from 1773 onwards.

We are now in the last third of Casanova's life, a period that he had **not described in his memoirs**. However, the history of his carriage "Innsbruck" can be well reconstructed by letters and other documents in the Casanova archives.

15. The Chaise "Innsbruck"

Called by Casanova: *sedia da posta*.



Though the above chaise was painted about 1750, Casanova's travelling carriage "Innsbruck" could well have looked like this. - "The main-guard at Frankfurt on Main", by Christian Georg Schütz (cutting; full picture above). Photo taken from the original in the Historic Museum of Frankfurt by PG.

.....
Type: a four-wheeled travelling-chaise or -calash.

Model: a two-seater with a folding top.

Travelling speed: Augsburg - Frankfurt: 8.6 km/h, non-stop.

Former owner: unknown, in Innsbruck.

Price: unknown; perhaps 10 Louis d'or [2,400 Pence (d.)], as Casanova had demanded from the dealers in Mainz.

Route: 560 km. Innsbruck - Garmisch Partenkirchen - Augsburg - Stuttgart - Heidelberg - Frankfurt - Mainz.

Dates: June - December 1783.

New owner: unknown; perhaps the innkeeper of the Hotel "Roman Emperor" in Frankfurt.
Selling price: presumably 5 Louis d'or [1,200 d.].

.....

In 1782, Casanova had to leave his native city again, and this time for ever. He travelled to Trieste and then on to Vienna. The next year, he returned briefly to Venice only to say goodbye to his girlfriend, **Francesca Buschini**, and her family, and set off again on a journey which was to become his last great one. With the carriage "Innsbruck" he travelled via Augsburg to Mainz, and then by boat and stage-coach to the Netherlands and Paris. From there he returned to Vienna with his brother Francesco in another carriage owned by himself (nr. 16 "Paris 4") via Frankfurt and Nuremberg.

On the road, he often wrote to **Francesca Buschini**; her answering letters were found among Casanova's papers at Dux. Often she repeated her friend's statements and so from them we learn details of his travelling. We also have letters he wrote from Antwerp and Frankfurt to the **Abbé della Lena** in which he described his journey. These letters have already been published.

However, in addition we have other letters and documents never before published, presumably because these deal *only* with the matter of his carriage in which evidently no one was interested: e.g. the letters to Casanova by the used carriage dealers **Antonio Rossi** and **Laurent Raghianti** from Mainz, as well as by their customer, the Canon **Rumpler** from Spa. That is why I would like to overscribe the story of the chaise "Innsbruck" with:

Correspondence when Selling a Used Carriage.

.....

Francesca Buschini describes Casanova's departure from Mestre / Venice and his journey to Augsburg as follows:

[The letters of Francesca Buschini from: Marco Leeflang, Les Archives de Dux [Marr - numbers]. The following excerpts were translated by Gillian Rees.]

[Marr 8 - 194]

*A Monsieur Casanova de Seingalt
en poste restante. **Augsbourg.***

Venezia venerdì 27 giugno 1783.

Amico amatissimo

Mio caro amico non manco di darvi pronta risposta dela cara vostra crita li 21 in Trento da la quale intesi molte cose (...).

Intesi dala cara vostra che siete partito da Mestre Martedì [17 giugno] matina alla punta del giorno e che siete rivato a Basano a mezzo giorno intesi che siete andato a pranzo dai fratelli dela Catroli e che vi siete fermato a dormire la notte in nela soa casa (...).

Intesi que Mercordì matina siete partito da Basano per la posta e la sera siete giunto a Borgo di Valsugana (...).

Ho molto piasere che godiate perfeta salute desidero di rivedervi felise e contento vi abrasio di core e sono vostra vera amica

Francesca Buschini

Beloved Friend,

My dear friend, I hasten to reply to your dear letter written on the 21st from **Trento** from which I learnt many things (...). I understand from your dear letter that you left **Mestre** on Tuesday morning at dawn and reached **Bassano** at midday where you had lunch with the brothers of La Catroli and slept that night at their house (...).

I note that you left Bassano Wednesday morning **by the post** and reached **Borgo di Valsugana** in the evening (...).

I am glad you are in perfect health and wanting to see you again happy and content, I embrace

you with all my heart, and remain your true friend.

Francesca Buschini

.....

[Marr 8 - 166]

*A Monsieur Monsieur Casanova de Seingalt
en poste restante a Spa.*

Venezia, venerdì 11 luglio 1783

*Rispondo ala cara vostra che mi avete crito in Augusta il 29 de Giugno da la quale intesi che
vie siete fermato in Imspruck per andare al teatro ove dite che avete avuto l'onore di parlar
con la duchessa di Parma e poi che siete partito subito e che avete viaggiato quaranta otto
ore senza mai fermarvi. gran uomo che siete voi per viagiar! (...).*

Resto con abbrasiandovi di core vostra umilissima serva e amica

Francesca Buschini.

I am replying to your dear letter that you wrote to me from **Augsburg** on the 29th June from which I learn that you stopped in **Innsbruck** to go to the theatre where you say you had the honour of speaking with the Duchess of Parma and that you left immediately afterwards and **travelled for forty-eight hours without stopping.**

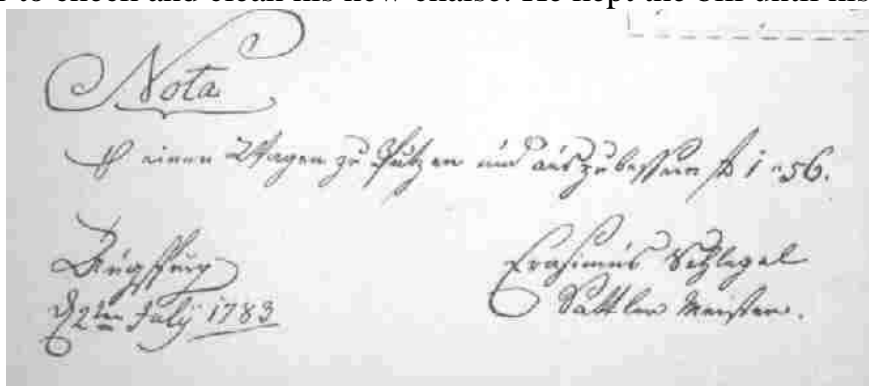
What a great man you are for travelling! (...).

Embracing you with all my heart, I remain, your very humble servant and friend.

Francesca Buschini.

When Casanova wrote in his memoirs "I travelled without stopping", this was always in his own or in a hired carriage. Furthermore, the route from Innsbruck to Augsburg (via Füssen: 200 km) could not be covered by stage coach in only two days. Therefore it seems certain that Casanova must have purchased his own carriage in **Innsbruck** and travelled from there over the extra-post-road via Partenkirchen to Augsburg (175 km), where he presumably arrived on the 26th of June.

Having arrived in **Augsburg**, a city highly esteemed by Casanova for many years, he put up at the "Golden Grape" of Sigismund Mayr (who later wrote letters to him in Frankfurt and Vienna, asking for money, perhaps for the hotel bill). Shortly before his departure, Casanova ordered a saddler to check and clean his new chaise. He kept the bill until his death:



Bill for cleaning and mending Casanova's chaise: "Sattlerzettel Fl 1 56 Kr. Nota. F(ür) einen Wagen zu Putzen und auszubessern. Fl 1 56. Augsburg d 2 ten July 1783 Erasmus Schlegel Sattlermeister."

"Saddler-slip Fl 1 56 Kr. Nota. For cleaning and repairing a carriage. 1 Florin 56 creitzers [58 d.]. Augsburg, the 2nd July 1783. Erasmus Schlegel, saddler-master." - M. Leeflang, Les Archives de Dux [Marr 4 - 64]. Photo: PG.

.....

Let us see now what **Francesca** says about his continuing journey:

[Marr 8 - 169]

*A Monsieur Monsieur Casanova de Seingalt
en poste restante a Spa
Venezia mercordì 16 Luglio 1783.*

Amico Stimatissimo

Ricevei la cara vostra [di Francoforte] il giorno 14 che vol dir gieri l'altro, dala quale intesi con grandissimo piacere l'otimo vostro stato di salute; intesi con stupore il gran viaggio que avete fato dicotto poste senza mai fermarvi che per cambiar cavalli e due volte per mangiare e che siete rivato a Francfort fresco come una rosa in quarantadue ore e che ne avete dormito ameno dicotto asai meglio che se fosi stato a letto. Io sono molto sorpresa di aver inteso i gran viaggi che avete fato e che siete per fare. (...).

(...) resto con abbraciandovi di tuto core vostra e cinesea amica

Francesca Buschini.

Most Esteemed Friend,

I received your dear letter [from **Frankfurt**] on the 14th, that is the day before yesterday, from which I learnt with the greatest pleasure of your excellent state of health; I am astonished at the long journey you have made, travelling **eighteen posts without stopping** except to change horses and on two occasions to eat, and that you arrived in **Frankfurt** after forty-two hours fresh as a rose, and that you **slept at least eighteen hours as well as if you had been in bed**. I am very surprised at the great journey you have made and that you are still intending to make (...).

(...) embracing you with all my heart, I remain, your sincere friend.

Francesca Buschini.

Casanova could have arrived in **Frankfurt** by the 4th of July [recommending letter by Heyder & Comp. of the 5th of July, Marr 12-19], having taken the shortest (360 km) of several post roads from Augsburg to Frankfurt - eighteen stages - via Bruchsal, at a rather fast speed of 8.6 km/h.

By 11th July at the latest, he arrived at the nearby town of **Mainz** where he met a friend, Count Giacomo Durazzo of Genoa, which caused him to put his carriage in the hands of **Antonio Rossi & Company**, presumably a dealer in second-hand carriages, with the order to sell it.

Together with Durazzo, Casanova went on board a ship which brought them in two days to **Cologne**. From there he went on alone to **Aachen** (Aix-la-Chapelle), where he probably arrived on the 14th July.

Casanova himself describes the journey from Trento to Aachen and farther on to Spa in a letter* as follows:

[* Helmut Watzlawick, Casanova and della Lena, Casanova Gleanings 1979. Translated by Gillian Rees.]

A Monsieur

*Monsieur l'Abbé de la Lena
au colege Theresien*

Vienne

Anversa 6 7bre 1783

Sigr Abbate Mio Venermo Prone

(...) indi mi fermai a Trento, poscia a Inspruck dove ebbi un lungo colloquio con la serenissima infanta duchessa di Parma, poi in Augusta otto giorni dove trovai tutti i miei amici morti, poi a Francfort e a Magonza, dove trovai il conte Durazzo, per unirmi al quale, lasciai là la mi sedia da posta, assai lieto di poter accompagnarlo fino a Colonia, e cosi risparmiare sei zecchini. Egli andò in Olanda, ed io in Acquisgrana, dove perdetti otto giorni

con quel magistrato sovrano, che non intese il bello di una utilissima proposizione, che gli feci, e che a me sarebbe riuscita di sommo vantaggio. Di la me ne andai a Spa: in quel recinto in cui per non so qual convenzione concorrono una volta all'anno nell'estate tutte le nazioni dell' Europa per far mille pazzie, feci anch'io le mie, e vi passai quasi un mese. (...).

L'abbraccio teneramente, e la prego di conservarmi intatta la sua amicizia, mentre sono, e sarò sempre.

Suo Umo Obbo Servitore

Casanova

(...). Afterwards I stopped at **Trento**, then at **Innsbruck** where I had a long talk with her Serene Highness the Infanta Duchess of Parma, then eight days in **Augsburg** where I found all my old friends dead, then to **Frankfurt** and **Mainz**, where I met the Count Durazzo and in order to remain with him I left my **postchaise** there, being happy enough to accompany him as far as **Cologne** and so **save myself six zecchini**. He went to Holland and I to **Aachen** where I wasted eight days with that Sovereign Magistrate, who did not understand the value of a very useful proposition I made him, and which could have brought me an advantageous sum. From there I went to **Spa**, in which resort for I know not what accepted custom, all the European nations once a year in summer come together to commit a thousand follies. I also committed mine, and spent there almost a month. (...).

Your most humble and most obedient servant

Casanova

On the basis of Casanova's statement that he had saved 6 zecchini [660 d.] for the ride from Mainz to Cologne by extra-post I concluded that the number of post-horses Casanova needed here and on the other roads must have been **two**. This allows me to estimate the quality of the carriage and the number of passengers.

The chaise was a light one; Casanova travelled alone and without much luggage (if there was a second passenger, he would have had to take three or even four posthorses).

In Aachen, he wrote a letter to his used-carriage dealer, **Antonio Rossi**, who answered* as follows:

[* The following letters: Marco Leeflang, Les Archives de Dux. English Translation by Gillian Rees.]

[Marr 13 B 5]

A Monsieur

Monsieur Jacques Casanova

présentmt à Spa

Magenta il 29 Luglio 1783

Riveritiss Se Se P.ron Colmo

gli diremo in riscontro de la Gentilisma Sua del 16 Spirante che il n.ro amico de Colonia ci scrisse che al ricevendo gl n.o ordini, per pagarli li Conotte f 30 = VSa Era gia da Colà partito Veramente Il Barcarolo con cui sono da qui partiti ha fatto piu breve viaggie Che noi vi Eramo figurati e ci ha dispiacuto Molto tal Invonvenienza, pero pregasimo il Sig Prengrueber de Colonia in Caso Che V.Sa gli Chiedese la detta Somma da Spa di Somministarglala p nro Conto Co Che fara anchora Se gliela Chiedera quando che in questo Intervalle non fosse gia Seguito, siamo ben Sensibili alla bonta del Sig Marchese Durazzo che ci Voglia Conservare la Sua buona Memoria.

La Sedia qui lasciata da noi l'abbiamo offerta e datosi tutta la pena possibile per venderla ma fin qui non ci fu offerto que Cinque luiggi d'oro che fano Cinquanti Cinque fiorini d'Imperio e dietro tutt'aparenza non ne tiraremo al tutto più Che Sei Luiggi novi, poiche non è Secondo l'uso di qua, Se VSa Vuo Concederla per tal Prezzo non ha che dircelo, che la daremo.

Lo riveriamo distint^{te} e si diamo l'onore de Rassegnarci Con la più perfetta Stima

D Va Div. e Obi Servi

Ant. Rossi & Compag

My dear Sir,

In reply to your esteemed letter of the 16th of this month, we wish to inform you that our friend in **Cologne** has written to us that when he had received our order to pay you the said 30 Florins [900 d.], your excellency had already left there. Actually, the boatman, with whom you departed from here, had a shorter voyage than we had imagined, and we are very sorry for this inconvenience. However, we asked Mr Brengrueber of Cologne to send you the said sum to Spa, debited to our account, in case your excellency should demand that; this he will do even if in the meantime you have not yet arrived there. We well remember the kindness of Marchese Durazzo and wish to conserve his good opinion.

We offered the **chaise** for sale which you left with us and have made every possible effort to sell it. However, until today we have only been offered **five Louis d'or** [1,200 d.], which amounts to fifty-five Imperial Florins*, and it seems that we shall obtain at most **six new Louis** for it because such carriages are not much in use here. If your Excellency will agree to such a price, you have only to inform us and we will act accordingly.

Assuring you of our highest esteem, we have the honour to remain,

Your Excellency's most humble servants

Ant. Rossi & Compagnie

[* Actually these were Dutch Florins à 21.82 Pence.]

The realistic value of Casanova's carriage, "here not much in use", could have corresponded to the offer of five Louis d'or, or at the most six.

From Aachen Casanova travelled on to nearby **Spa**, in his day one of the most famous spas in Europe, situated between Aachen and Liège, then in the Austrian Netherlands. He arrived on the 22nd or 23rd of July. This event was indicated in the *List of newly arrived visitors*, Number 25, of 26th July 1783:

"Monsieur CASANOVA, Gentilhomme Vénitien, à l'*Hotel du Louvre, rue d'entre les ponts.*"

There he lived for one month, and met two gentlemen whose arrival also appeared in the list, Number 11, on the 7th of July:

"Monsieur l'Abbé de KUMPLER [wrong printing; correct: RUMPLER] ancier Aumonier ordinaire de S.M. Très-Chrétienne, Chanoine de St. Jean de Varsovie & de St. Pierre de Strasbourg.

Monsieur LOBSTEIN, Professeur en Médecine de l'Université de Strasbourg, *au Pélican, grand'place.*"

These two were about to go to Darmstadt and Heidelberg, presumably on their way back to Strasbourg. Casanova succeeded in interesting them in his chaise in Mainz. The result was:
[Marr 4 - 149]

Monsieur

Monsieur Casanova

de Venise présent[ement] au Louvre

rue d'entre les [ponts] à Spa

Heidelberg ce 6. aoust 783

J'ay l'honneur de Vous prévenir, Monsieur, que nous nous sommes détournés de 3. lieues pour aller à Mayence dans l'intention de prendre votre chaise, mais elle n'a pas convenu à mon Docteur, et le maitre de poste vouloit nous y mettre 3. chevaux; cequi nous a déterminés à prendre un Equipage plus leger pour nous rendre à Darmstatt. Le S. Rossi m'a dit qu'il tacheroit d'en avoir dix Louis, et qu'au pis alloit il ne seroit pas embarrassé pour en avoir

neuf, si vous y consentés.

Agréez je vous prie la protestation de la parfaite considération avec laquelle j'ay l'h[onneur] d'etre, Monsieur

Votre très humble et très obéis[san]t Serviteur

Rumpler Chanoine

I have the honour, to inform you, Monsieur, that we took a detour of three miles to go to Mainz intending to take your **chaise**, but it was not suitable for my doctor, and the postmaster wanted it to be harnessed to three horses; which determined us to take a lighter equipage to go to Darmstadt. Mr Rossi told me he would try to get ten Louis [2,400 d.] for it, but if things went badly, he would be content with nine, if you would agree.

With great respect, I have the honour to remain,

Your most humble and obedient servant

Rumpler, Canon.

From this letter we learn the price which Casanova demanded, ten Louis d'or, and that he did not give his permission to sell it for six Louis, as Rossi had proposed in his letter to him.

A few days after Casanova had received Rumpler's letter, the following advertisement appeared in the foreigner's paper, Number 33, of 12th August:

"For sale a travelling carriage, with two seats, on four wheels. Address to Hotel du Louvre, street between the bridges."

It might seem strange that a carriage was offered for sale in Spa when it was actually in Mainz; however, we have the letter of the Canon Rumpler. Thus I believe that it was Casanova - lodging in the above mentioned hotel - who placed this advertisement.

All advertisements for carriages and horses of the season 1783 in the foreigner's paper of Spa, the "Liste des Seigneurs et Dames, Venus aux Eaux Minérales de Spa, l'an 1783" [Casanova - archive Gillian Rees].

12.8.: Presumably, this was ordered by Casanova.

Translation (without "à vendre" / for sale, and the addresses):

12.7.: Superb cabriolet, mounted upon four golden double springs à la Polignac [French Cee-springs], with harness.

18.7.: Totally new cabriolet.

25.7.: (A saddler sells) a cabriolet with two and one with four seats, likewise a French chaise de poste. He sells bits & stirrups plated with gold, spurs from England & riding-whips of bamboo.

3.8.: (The same as that of 12.7.)

7.8.: A French cabriolet, upon springs, with vache [boot; leathern cover for trunks]; price 26 louis [6,240 d.].

A very beautiful saddle-horse from Cannes, clear bay.

A chaise de poste with glass-windows, with a very comfortable boot upon the roof of the body, very little used.

12.8.: A travelling carriage, with two seats, on four wheels.

24.8.: A travelling carriage, with four seats, on four wheels.

31.8.: An English berlin, with crane-neck, with very light springs, & which can serve for the town as well as for travelling, also having drawers under the cushioned seats.

Two carriage-horses, from six to seven years, black coat, also a little German carriage in good condition & very comfortable for travelling.

A chestnut horse, neck and tail hairs red-yellow, six years old, 15 to 16 hands in height, suitable for riding as well as for the cabriolet.

A little more than a week after the appearance of the advertisement, Casanova travelled via Amsterdam and Brussels to **Paris**, where he arrived on the 11th, 18th (according to M.Leeflang) or 19th of September. There he stayed two months.

On 22nd November on the latest, he left Paris together with his brother Francesco in an own travelling coach (nr. 16 "Paris 4"; see above). Presumably on 26th November the

brothers arrived in **Frankfurt**.

For some days, Giacomo owns two travelling carriages. I would now like to separate the overlapping events and continue telling the story of the **chaise from Innsbruck**, which is still **for sale in Mainz**, until the end.

*Frankfurt on Main,
hotel "Roman Emperor" in the Zeil:*



"The main-guard at Frankfurt on Main", by Christian Georg Schütz, about 1750. In the background, is a view of the Zeil where Casanova's hotel, the "Roman Emperor", was situated. - Photo taken from the original in the Historic Museum of Frankfurt/M by PG.

26th November:

Arrival of Giacomo and Francesco Casanova.

Giacomo sends for a physician, for "*the drunken postilion had overturned you and the fall had dislocated your left shoulder, but a good physician was able to put it back in place again*" [letter by Francesca Buschini, Marr 8 - 185].

Giacomo writes to **Mr Raghianti in Mainz**, a partner of Rossi, asking for his chaise.

28th November:

Giacomo writes a long letter to the Abbate della Lena in Vienna (text above).

He receives the answering letter by **Raghianti**:

[Marr 13 B 3]

Messieurs

Messieurs Casanova

Logé à L'empeureur de Romain.

*à **Francfort***

[Mainz, 27? November 1783]

Signorij

*In risposta alla sua grata del 26. Corente, ho l'onore di dirly che Io ho condotto alcune Personne a vedere La Sua **carossa**, ma infino adesso nesuno L'a voluta comprare, tutti dicendomi che gli è tropo pesa per conducerla con due cavally, è che non è Moderna, Io faro il mio possibile ma dubito di non potere riucire a venderla con avantagio, perchè effettivamente gli è un pogo pesa, è in tempo d'Inverno poge gente viagano; e per consequensia L'occasiony sono più rare; ma Siano assicurati che io faro come se fusse mia; faro tutti le diligenze possibile;*

mi a fatto pure piacere d'intendre che Loro Signorij Si portano bene, e che sono assai contenti della osteria dove allogano; e li prego di credere che Io Sono e resto con la più perfetta considerazione

D.L.S. Il Suo Servo affemo

Laurent Raghianti

Gentlemen,

In reply to your esteemed letter of the 26th of this month, I have the honour to inform you that I have shown your **carosse** to several people, but up until now no one has wanted to buy it; they all told me it is too heavy to drive with two horses, and furthermore it is not modern. I shall do everything possible but I doubt I shall succeed in selling it advantageously because in fact it is a little heavy; also in winter time not many people are travelling and in consequence there are fewer opportunities [to sell it], but you can be assured that I shall act as though it were my own and make every effort.

I was very pleased to learn that your Excellencies are well and are happy enough with the hotel where you are staying.

With my most sincere respects.

Your Excellencies' most humble servant

Laurent Raghianti

Giacomo answers, and sends a letter to **Rossi**, too. It seems that he now lowers the price to six Louis d'or, and that he names a person interested in the chaise who can be contacted over a Mr Mathey.

29th November:

Giacomo writes to Francesca reporting the accident with the coach.

30th November:

Giacomo receives a further letter by **Raghianti**:

[Marr 13 B 4]

A Monsieur

Monsieur Jacques Casanova

Logé à L'Empereur

à Francfort

Magonza Li 29. 9bre 1783

Signorij e Padronij Stimatissimij

In conformità della Sua Stimata Lettera d'Ieri, ho l'onore di dirle che questa mattina sono stato del Sigre Mathey e abbiamo fatto venire l'istesso Ebreo, che voleva comprare La Sua Carosa ne gli abbiamo offerta per f 66. ma non La voluta, Siche dunque noij abiamo fatto Cercare un veturino, il quale ve la Conducera à Costi, vogliamo vedere Se il dito veturino trova qualcheduno che vogli andare à f[ranco]forti e che pagi qualche cosa per fare che non Li divengi tropo Caro il porto; e credo che quando anchora V.S. non possino venderla Subito troverano Sempre più d'occasione di venderla à Costi, che quivi perche ci sono sempre Molti Forestiery.

Andando a Vienna gli agurio un buon viago, e ringrasio per adesso il Suo Sig^{re} Fratello de L'offerta che mi fa per Parigi e quandi ci andaro Profittero del grasioso offro che mi fa, Se infratanto posso Servirly à qualche Cosa, dispuongino di quello che a L'Onore di dirsi quivi con la più perfetta Stima./.

D.V.S.

Devmo ed obidmo Servitore

Laurent Raghianti

Gentleman,

In accordance with your esteemed letter of yesterday, I have the honour to inform you that I was at Mr Mathey's this morning where we asked this Jew to come who wanted to buy your **carosse**. We offered it to him for 66 [Dutch] Florins [6 Louis d'or or 1,440 d.] but he did not

want it. Therefore we are looking for a carrier to bring it to you, hoping he will be able to find someone who wants to go to Frankfurt and who will pay something for the journey, so that the transportation will not be too expensive for you; also, I believe that if your Excellency cannot sell it immediately, you will find many more opportunities to do so there, where there are always many foreigners.

I wish you a good journey to Vienna, and I thank your brother for the offer which he makes me for Paris; when I go there, I shall avail myself of his kind offer. If, in the meantime, I can be of use to you in any way, you may consider me at your disposal.

I have the honour to remain,

Your Excellency's most devoted and obedient servant.

Laurent Raghianti

1st or 2nd December:

The chaise arrives in Frankfurt, together with a letter by **Rossi**:

[Marr 13 B 6]

A Monsieur

Monsieur Jacques Casanova

logé à L'Empereur

*à **Francfort***

Magonza il 1mo Decembre 1783

Sig e Pne Stimatissimi

*In risposta alla gratissima Sua del 28 Spirato, tanto noi che il Sig Lorenzo Raghianti si siamo dati tutta la pena possibile per vendere la Sua **Sedia** ma non fu possibile de trovare un amatore, la onde oggi glie l'abbiamo mandata Con un Chochiere [omission] Vettura fl 3 x 12 a miglior pato non abbiamo potuto trovar di mandargliela.*

Non dubitiamo Che L'avera ricevuta a dovere, a f[ranco]forte trovera più tosto amatore estero, che Colà si presentino alle Volte forestieri Che sono di viaggie et cercheno Simile Sedie, in altro le desidriamo un felice Viaggio, pregandola di presentare le n.re Complimenti a Suo Sig fratello e si Rassegniamo Con la più distinta Stima di V Sa Devotissimi & obl Servi

Antonio Rossi & Compag

My dear Sir,

In reply to your esteemed letter of the 28th of last month, we beg to inform you that we ourselves, as well as Mr Lorenzo Raghianti, have done all we possibly can to sell your **chaise**, but it has not been possible to find anybody who liked it, so today we have sent it to you by a carrier; the cheapest we could find cost 3 [German] Florins and 12 creitzers [96 d.].

We are sure you will have received it safely, and in Frankfurt you will more quickly find an interested foreign buyer, because many strangers are travelling through there and could be seeking a similar chaise.

In addition, we wish you a good journey, and beg you to present our compliments to your brother.

Assuring you of our respects, we remain

Your Excellency's most devoted and obedient servant

Antonio Rossi & Compagnie.

Could Casanova sell his chaise in Frankfurt before his departure? Or did he simply leave it at the hotel? Or did the innkeeper accept it against payment? Anyway, its story has found an end for us with the transportation from Mainz to Frankfurt.

16. The Travelling Coach "Paris 4"

Called by Casanova: *la nostra carrozza chiusa*.



The carriage of the brothers Casanova could have looked like this four-seater travelling coach in English style - only the C-springs were not yet in use in 1783, but in S-form. - Photo: Bentheim-Tecklenburg.

.....
Type: a four-wheeled, four-seater closed travelling coach.

Travelling speed: Paris - Frankfurt: 5 days or 5.5 km/h.

Owners: Francesco and Giacomo Casanova.

Former owner: unknown, in Paris.

Price: unknown.

Route: 1,360 km. Paris - Metz - Mannheim - Frankfurt - Würzburg - *Emskirchen* - Nuremberg - Passau - Vienna.

Dates: November - December 1783.

New owner: presumably Francesco who stayed in Vienna.
.....

Francesco Casanova, in 1783 already a famous painter, was about to move to Vienna. It was lucky that his brother Giacomo was just leaving **Paris** for the same destination. For this purpose they bought a four-seater closed travelling coach.

So they set off together, as they had done once before, 31 years ago. However, this time they did not travel by stage coach, and via Mainz (where Giacomo could have negotiated personally with the carriage dealers) to **Frankfurt**, but presumably via Mannheim and Darmstadt. Having arrived there on Wednesday 26th of November, they had left behind them a non-stop ride of five days covering 660 kilometres with a speed of 5.5 km/h.

The references to the carriage and other travelling circumstances originate from a letter by Giacomo that he wrote in Frankfurt to the **Abbate della Lena** in Vienna. Though this letter is rather long, I would like to present the whole text of this unique example of a detailed **travelling letter**:

[From: Bruno Brunelli, Giacomo Casanova e l'Abate Della Lena, Venezia 1931. - Special thanks to Helmut Watzlawick.]

All' Ill.mo Sig.^r Sig.^r P.ron Col.mo

Il Sig.^r Abatte (sic) D. Eusebio della Lena

nel collegio (sic) Teresiano

Vienna

Francoforte, 28 Novembre 1783

Sig.^r Abbate pregiat.mo mio P.rone, ed Amico Vener.mo

Quindici giorni fa l'amico suo in **Parigi** mi mandò a casa una sua gent.ma: io corsi tosto da lui, poichè avevo gran desiderio di conoscerlo per ciò che il Bartoli me ne aveva detto, ma non potei star seco que pochi minuti, poich'era appunto il giorno della rientrata dell'**Accademia delle Scienze**, alla cui assemblea mi aveva impegnato di essere il celebre americano **Franklin**: dovetti poi andare a Fontaneblò, e di ritorno avanti di lasciar Parigi finiva mille cosuccie, che mi consumavano il tempo, talmente que non potei ritornare a godere delle solide dottrine tanto nelle matematiche quanto nella morale cristiana del preg.mo suo signor Cagnoli, il quale non interrompe il suo studio degli astri che per comporre i dispacci di due ambasciatori.

La lettera, signore, con la quale ella mi onorò, mi fece molto piacere, tra quali grande fu quello che mi recò il sapere, che S. E. Ambasciatore abbia consolidata a codesti bagni di Baden la preziosa sua salute. Io verrò a goderne qualche cortese influenza, se S. E. lo permetterà nel giorno 8, o 9 del prossimo, ed ora per lei corr. mese di Dicembre. Ella perdoni, se affidato al suo bel core ardisco adesso supplicarla di un imbarazzo (sic), che non è picciolo, ma ch'è infinitamente minore delle sue forze.

Io arriverò fra dieci, o dodici giorni a **Vienna** con un assai caro compagno per passarvi l'inverno, e la primavera, onde bramo, non tanto a cagione dell'economia quanto per ischivar l'imbroglione, di sapere dove alloggiare, quando usciremo dalla **nostra carrozza**. Vorrei ch'ella o in città, o in qualche sobborgo mi trovasse un decente **alloggio** composto di due buone stanze contigue, atte, se si potesse, ad essere riscaldate da un solo forno, poichè costì le legna sono care. Vorrei che queste stanze fossero in bel lume, fornite ambe di buon letto, di cantarano, di due tavolini, di quattro o sei sedie, e di più vorrei che in casa, o in luogo vicino si potesse porre **la nostra carrozza chiusa**, acciò non rimanesse esposta alle ingiurie della stagione, ed a quelle de' ladri. Per l'affitto ella resti d'accordo, e pagheremo subito un mese anticipato: io la faccio con questa mia arbitro fino alla somma di 6 zecchini [660 d.] al mese, e sia sicura che saremo contenti dell' accordo che farà, e che gliene avremo obbligazione. Oltre di questo sarebbe bene la bella cosa, s' ella ci trovasse un servitore che oltre il tedesco parlasse l'italiano, ovvero il francese! Se poi questo servitore sapesse un poco pettinare sarebbe ancora meglio, e se gli potrebbe accordare un più pingue salario. Credo poi che a Vienna sarà facile che da luogo vicino, o in casa ci facciamo potare il nostro pranzo quando vorremo mangiare in casa. Ora ella discerne benissimo che il tempo stringe, e che conviene ch' ella abbia la bontà di operar subito, e dopo che ha fissato l' appartamento porrà il colmo alla grazia scrivendomi una letteruccia nella quale troverò scritto l' indirizzo, ed ordinerò al **postiglione** di condurci là. Questa letteruccia istruttiva ella la mandi diretta a me a Burckendorff [today: **Purkersdorf**], ch'è l'ultima stazione per quelli che arrivano a Vienna per **la strada di Ratisbona e Lintz**. Avrei piacere che l' alloggio non fosse lontanissimo da Vienna. Le dirò anche di più per avviso del mio compagno, che so ch' ella avrà piacere di conoscere. Se ella trovasse un alloggio, che valesse il prezzo, la faccio padrone di accordarlo anche a 7 zecchini [770 d.] al mese, ed anche qualche cosa di più, se così paresse a lei, poichè almeno una di queste stanze debb' essere bella, e spaziosa.

Quando ci vedremo io non le parlerò della donna inglese, ma le narrerò il perchè rifiutai di andar a Madagascar, ed ella mi loderà. Aspiro alla mia quiete, signor abbate veneratissimo, e non mi curo più ne pure della fortuna poichè non ho più alcuna di quelle ambizioni, che fanno che l' uomo le corra dietro.

La prego di portare la mia umilissima riverenza a S. E. Ambasciatore, ed all' Ecc.mo Sig. Giacomo figlio, che spero di vedere alla Cavallerizza trottare e galoppare, divenuto abilissimo al maneggio, e di più sono sicuro che il troverò avanzato ne' suoi studj.

*Confabuleremo costì di varie cose dopo che in **Vienna** avrò passato qualche giorno in casa per ristorarmi dalla fatica del viaggio, poichè ho fatto in cinque giorni da Parigi a qui 400 [Italian] miglia [600 km; in reality: 660 km], e adesso in altri cinque o sei farò 480 [720 km], che separano codesta città da questo **Francfort**, in cui fa un freddo orribile. Il Bartoli è molto amico suo, e m' impose riverirlo. Non mi fermai a Parigi che due soli mesi, e partii malgrado l' opinione di possenti signori, che volevano fermarmi, ma ebbi le mie gran ragioni. Potrò ritornarvi nell' estate. Finiscio di attediarla assicurandola che non vedo l' ora di abbracciarla, e di darle più con fatti che con parole veraci segni dell' alta stima con cui mi pregio di essere*

Sig.^r Abbate pregiat.mo mio P.rone, ed Amico Vener.mo

Suo Um.mo ed Ob. Servitore

Giacomo Casanova

[Translation by Gillian Rees:]

Frankfurt, 28 November 1783

Signor Abbate, my very dear Sir, and revered Friend

Two weeks ago your friend in **Paris** sent one of his dear friends to my house; I ran immediately to him as I had a great desire to know him because of what Bartoli had told me about him, but I could only stay a few minutes because it was precisely the day of the return of the **Academy of Science**, at which assembly the celebrated American **Franklin** had engaged me to attend. Then I had to go to **Fontainebleau** and on my return to finish a thousand trifling things before leaving Paris, that took up my time, so that I could not return to enjoy the sound doctrines as much in mathematics as in Christian morals of your dear Signor Cagnoli, who did not break off his study of the stars except to compose the dispatches of two ambassadors.

The letter, Signore, with which you honoured me, gave me much pleasure, particularly to know that his Excellency the Ambassador had improved his precious health at those baths in Baden [near by Vienna]. I shall come to enjoy some small influence from it, if His Excellency will permit me on the 8th or 9th of next month, and now through you the current month of December. You will forgive me if, trusting to your goodness, I venture now to entreat your kindness over a difficulty, which is not small, but which is infinitely with your powers.

I shall arrive within ten or twelve days in Vienna with a dear companion [his brother Francesco] to pass the winter and spring there, where I desire, not so much for reasons of economy as to avoid being cheated, to know where to lodge when we get out of **our coach**. I should like you to find me a decent **lodging**, either in the city or in some suburb, comprising two good sized adjoining rooms, and if it is possible, that can be suitably heated by a single stove, because wood is expensive there. I should like these rooms to be light, both furnished with a good bed, a chest of drawers, two small tables and four or six chairs, and in addition, **I should like to be able to put our closed coach, either in the house or somewhere nearby, so that it does not remain exposed to the ravages of the weather, and to those of thieves.**

For the rent, you can make an agreement, and we will immediately pay a month in advance: I will agree up to the sum of 6 zecchini [660 d.] a month, and you can be sure we shall be happy with the agreement you make and shall be much obliged to you for it. Besides this, it would be wonderful if you could find us a **servant**, who as well as German, also speaks Italian, or French! If this servant knows how to dress hair, it would be better still, and if he could agree to a very small salary. I believe that in Vienna, it is easy to have our **meals** delivered, either from somewhere nearby or in the house, when we wish to dine at home. Now you will clearly realise that time is short and it is necessary for you to be kind enough to start searching immediately, and after you have reserved the apartment, you would have the

goodness to write me a note in which I shall find the address written down, and I will order the **postilion** to take us there. This note should be sent direct to me at Burckendorff [today: **Purkersdorf**], which is the last post-station for those arriving in Vienna by the road from **Ratisbona** and **Lintz**. I should be pleased if the lodging is not very far from Vienna. I will tell also on the advice of my companion, whom I know you will be pleased to meet, that if you should find a lodging that costs more, I authorise you to agree also to 7 zecchini [770 d.] a month, and even a bit more, provided it appears to you that at least one of those rooms is fine and spacious.

When we see each other I will not speak about the English lady [met in Spa], but I will tell you why I refused to go to Madagascar, and you will approve. I desire to find peace, dear Sir, and not to be buffeted any more by fate as I no longer have any of those ambitions that make a man chase after fame and fortune.

I beg you to convey my most humble respects to His Excellency the Ambassador, and to his son Signor Giacomo, whom I hope to see at the riding school, trotting and galloping, having become very proficient at dressage, and furthermore I am sure I shall find him advanced in his studies.

We will chat about various things in Vienna after I have spent some days in the apartment there **recovering from the fatigue of the journey**, as I have done 400 [Italian] miles [600 km; in reality: 660 km] from Paris to here in five days, and now in another five or six I will do 480 [720 km; correct!], which separate Vienna from **Frankfurt, where it is bitterly cold**. Bartoli is a great friend of yours, and asked me to greet you. I only stayed two months in Paris, and left despite the opinion of powerful gentlemen who wished to stop me, but I had good reasons. I shall be able to return there in the summer. I shall finish wearying you, assuring you that I long to embrace you, and to give you with deeds more than with words, true marks of the high esteem with which I have the honour to be Signor Abbate, my very dear Sir, and revered Friend

Your humble and obedient servant

Giacomo Casanova

If the brothers Casanova wanted to arrive in Vienna between the 8th and 10th of December ("fra dieci, o dodici giorni"), they must have set off from Frankfurt at the latest on December 5, since travelling 700 kilometres in winter must have taken at least six days.

These dates are of particular importance for the history of my family, as will be seen now.



The posting inn "Zum Goldenen Hirschen" (Golden Stag) in Emskirchen of my ancestor *Johannes Eckart*, and his wife *Maria Christina* who became postmaster after her husband's death. Today it is a hotel with the old name, additionally called "Alte Post". The house is regarded as the best-preserved 18th century post-stage in Germany. - Photos: PG, the portraits after pictures in *Werner Eckart, Chronik der Familie Eckart, Munich 1967*.

.....

We have also read in the letter to della Lena that the brothers intended to take the post road via **Regensburg** and **Linz** to Vienna; this means they travelled along the direct road, also passing Würzburg and *Emskirchen*, two stages before **Nuremberg**.

The inn and former brewery "Zum Goldenen Hirschen" in Emskirchen still exists. It is a big old building, almost unchanged; in the 18th century it was owned by one of my ancestors, namely *Johannes Eckart*, who was born in the same year as Giacomo Casanova, and whose daughter *Johanna* became the great-grandmother of my grandmother *Anna Günther*.



Johanna Eckart



Anna Günther



The author (old pastel)

Additionally, in 1758 he acquired the lease to operate a post station from the *Thurn und Taxis Reichspost*. Eckart was the postmaster of Emskirchen until his death in 1790.

According to my estimated dates of departure, the brothers Casanova reached **the stage of Emskirchen** on the 4th, 5th, or Saturday the 6th, of December 1783, having covered 185 kilometres since leaving Frankfurt.

With their coach they passed through the gate (cf photo below) and entered a long hall, on the right side of which were the stables (today a room for banquets). I am fairly certain that they would have warmed up in the general room (on the left side of the hall) while post-horses and postillions were being changed. Furthermore, they had to settle their accounts, perhaps with the postmaster himself, because the Casanovas appeared with their own coach as wealthy gentlemen. If this happened, the chances are even better that they met his wife *Maria Christina*, too, and - who knows - their five year old daughter *Johanna*.



The Thurn und Taxis-arms above the gate of the stage in Emskirchen. - Photo: PG.

Safely arrived in **Vienna** around the 10th of December, Giacomo soon wrote a letter to his girlfriend **Francesca** in Venice. With excerpts of her answering letter I would like to close the story of his penultimate carriage, whose further destination remains unknown (Francesco lived in Vienna for the rest of his life; his carriage from Paris might have remained with him for some time).

[Marr 8 - 188]

*A Monsieur
Monsieur Jaques Casanova
en poste restante
a Vienne*

Venezia mercoledì ultimo giorno del anno 1783

Amico stimatissimo

*Ricevei la cara vostra che mi avete crito il 15 Xbre a **Vienna** e ritrovai dentro incrusa la cambiale di **otto zecchini** e due lire che mi avete mandato con tanto bon core. Amico mio caro, io vene sono tanto riconocente e tanto grata di tanto bene che mi fatte a iutandomi in tel gran bisogno che siamo. (...).*

(...) i sopraprio de denaro che ne è restato mi ho fatto far delle sarpe e mi ho conprato due pera di calce e il resto per viver qualche giorni. (...).

*intesi dala cara vostra che andate a **Dresda** e poi a **Berlino** e che sarete di ritorno a **Vienna** il 10 jennaro. (...).*

*resto sorpresa, mio caro amico, di **vostri gran viaggi** che fatte con sto **gran fredo**, ma per altro voi siete un gran uomo poiche siete pieno di anima, di spirito e di coraggio, poiche viagate co sto gran fredo e non vi par niente. (...).*

resto con abbraciandovi di vero core e con bramastra senpre di rivedervi e di abbracciarvi vostra vera e cinsera amica

Francesca Buschini

Venice, Wednesday, on the last day of the year 1783.

Beloved Friend,

I received your dear letter which you wrote to me on the 15th of December from **Vienna** inside of which I found enclosed the bill of exchange for **eight zecchini** and two lire that you so kindly sent me. My dear friend, I am infinitely grateful to you for all the good you show me by helping us to cope in the dire situation in which we find ourselves. (...)

(...) and for the rest of the money I had myself made a pair of shoes and bought two pairs of stockings. We will be able to live on what's left for a few days. (...)

I understood from your dear letter that you will go to **Dresden** and then on to **Berlin**. On the 10th of January you will be back in **Vienna**. (...)

My dear friend, I am surprised about **your travelling over such long distances** in this extremely **cold weather**, but you are a great man, because you are full of soul, spirit and courage. I say this because you travel far in this cold and it seems to be nothing to you. (...)

Your true and sincere friend

Francesca Buschini

17. The Calash "Dux"

Called by Casanova: *voiture*; *chaise*; *carro da posta*.



Not having a picture from a calash of about 1780, I show here one of the next generation which was built since about 1795, so that Count Waldstein could have owned such a carriage and even could have loaned it to Casanova for his last three journeys. - Photo: PG (inside: my mother).

.....
Type: a four-wheeled carriage, with a half top and coachman's seat, viz. to designate as *chaise* (like by Casanova) or better as *calash*.

Former and new owner: unknown.

Route: I reckon 2,950 km of the journeys nr. 12 until nr. 20, when travelling from Dux to Carlsbad, Prague, Dresden, Leipzig and Sagan.

Dates: July 1786 - September 1791.

Value in 1789: less than 50 ducats (6,000 d.).

.....
It seems that Casanova had his own travelling carriage in Dux already in 1786, for sure, however, in 1789. For the following time I did not find any references. I imagine that he gave the chaise away in October 1791, because from then onwards he did not travel for 4 years, and that he managed his last 3 journeys (in 1795, 1796 and 1797) by a chaise loaned from Count Waldstein.

Concerning the carriage "Dux", the sources are as follows [with special thanks to Marco Leeflang]:

1) Count Waldstein wrote from Paris on the 21st June 1786 to Casanova at Dux ^[Marr14M1] that he should travel to Carlsbad and that his "director will give you horses". Because Waldstein did not write "will give you a carriage", I believe that Casanova had his own. ["Vous feriez bien d'aller à Carlsbad avant mon arrivez qui sera dans le courant du mois d'aout; pour y aller *le directeur vous donnera des chevaux*, et pour revenir vous trouverez facilement une occasion puisque c'est sur la route de Töplitz et de Dresde".]



2) There is a copy by Casanova of his letter to Prince Belozelski of 30th October **1788** from Dux ^{[Marrco 40-14; & [Laf]vol.3,p.1185f.]}. Here he describes his departure from Dresden with a "voiture" (carriage), and how he and his "chaise" were forced by the guard to be inquired (because people were looking for Correggio's "Maddalena" that just was stolen).

3) Soon after, on 2nd February **1789**, Casanova in Dux wrote a letter to his nephew Carlo in Dresden ^[Marrco 40-139; & Intermédiaire 1991 p.31], in which he reports his accident on the way back from Prague, near the town Laun. His "carro da posta" (chaise de

poste) skidded into the river, together with him, his servant, the postillon and the horses.

4) In his "Essai d'Égoïsme" [Marr 18-36; & LaffontIII,pp.1227ff.] , written on the 27th June **1789**, Casanova mentioned his carriage ("ma voiture") on the occasion of a discussion with another occupant, Count Sesbelloni. This person wanted Casanova's apartment; he agreed on condition that the Count bought his carriage for 50 ducats (6,000 d.); the latter refused saying it was old and not worth this sum. Finally, they found a compromise and Casanova kept his carriage.

5) Documents concerning the administration of the castle of Dux are again available from **1789** onwards; they bear the headings "Duxer Schloßßer [locksmith] Conto" and "Satler [saddler] Conto" [State Archives, Prague; copies: M. Leeflang] and show that extensive repair work had been done on "Casanova's carriage":

Sattler Conto: *Item (..) das **Cassanove Waagen** [Casanova's carriage] (..) aufgetrennt (..) Vorfall angenäht (..) Knöpfen und (..) angestochen (..) wieder zugenäht und eingefasst den **gutscher Sitz** [coachman's seat] in und auswendig mit ganz neuen (..) ausgepolstert und eingefasst den Fuß Sack ausgebessert (..) strippen und schnallen angemacht. 6 [Gulden] 15 [Kreuzer; = 187,5 d.].*

Schlosser Conto: *(..) v. **Casanova seinem Wagen** (..) zum **Gutscher Sitz** (- - -) Vorfall (- - -) Schrauben und Mutter (-). 1 [Gulden] 9 [Kreuzer; = 34,5 d.].*

At the end of November 1797 Casanova planned a journey for the following spring to **Venice**, which in the meantime became Austrian. This visit was "to say a last good-bye to my fortunate country*". In a letter* to Count Waldstein he asked for permission to leave Dux, and to equip himself with a "closed carriage" [sic!]. Waldstein answered* that he "approves the zeal with all my heart". However, when spring came, Casanova's travelling days were over.

[* M. Leeflang, Les Archives de Dux, Marr 14 M 36, footnote.]



Giacomo Casanova at the age of 71 years (1796) in Dux.

Copy by [Schuddebeurs](#) after a painting by Francesco Casanova.

Former owner Marco Leeflang, now in the Casanova-Museum in Dux. Photo: PG.



THE CASANOVA TOUR by Pablo Günther



([Contents](#)) **Part IX:**

POST ROADS (parts IX - XV) - [Statistics](#) - [Legend](#) - Casanova's Travel Routes: [1. The Searoutes](#) - [\(Part X\)](#)

POST ROADS.

*I was going to leave the next morning
in dressing gown and nightcap, determined not to leave
my chaise de poste until after fifty-eight stages
on the finest road in all Europe.*

Giacomo Casanova, History of My Life.



The Route Nationale 1 and former post road from Paris to Calais, between Flers-s-Noye and Hébecourt. Above that: [Casanova's travel routes \(map\)](#), on land always over post roads. - Photos: PG.

Statistics.

The distance travelled by Casanova up to 1774 (period of the memoirs) totalled 51,540 kilometres. Using the services of the post he covered 36,835 km, that is 71,5% of the total. This he did along **26,245 km** of European **post roads**, which were operated by 15 states with altogether **1,443 post stations**.

From September 1774 onwards the travelling distances - now always posting - totalled

13,600 kilometres. The number of additional **post stages** is **93**, the additional length of **post roads** is **2,075 kilometres.**

Thus, his life's journeys totalled **65,140 km.**

Total length of *post roads*: **28,320 km.**

Post stations: **1,536.**

Methodics.

I have grouped all these journeys and post stations together as follows:

At first, I show Casanova's routes **at sea** (1.), then, the most important and famous route of the *Grand Tour*, the one from **London to Naples** (2.) over the Mont Cenis Pass, on which we find many of Casanova's frequently used post roads (some of them as many as seven times). The following **15 connections between great cities** (3. - 17.) are shown in a certain chronological order. Among these, there are 6 connections which were frequented by Casanova, as a rule, more than twice:

3. Vienna - Venice, 6. Bologna - Augsburg, 8. Vienna - Paris, 9. Paris - Amsterdam, 12. Geneva - Florence, and 17. Vienna - Berlin.

Mostly, the places (post stations) are listed in the same direction of travel which Casanova took the first time.



Post-map by Hohmann, Nürnberg, 1786. Double lines: all services: public stage coach, private "Extra-Post" (hiring riding or carriage-horses), mail post. Single line: only Extra-Post and mail post. - Photo: PG.



The Roman Casanovist Furio Luccichenti presented me with this original post-order for a sending from [Modena to Rubiera](#). - Photo: PG.

While there are still many existing **Posting Inns** of the 19th century, we rarely find today posthouses of the century before that. But looking for them can lead to some charming results, like that in the south of Tuscany:



Probably the most beautiful extant posthouse of all - the Villa Medicea della Posta in Radicofani - built by Grand-Duke Ferdinand I of Florence, 1587 - 1609. Casanova was here on four occasions and once spent the night in June 1770 when he was involved in a dangerous adventure. The building, in good condition, is now a private property though not in use. - Photo: PG.

View from the posthouse to the town and fortress of Radicofani. - W. Leitch, about 1810. Photo from: Brilli, *Il Viaggio in Italia*, Milano 1987.

Legend.

Place Post station, stage; place with a post station.

PLACE Mentioned by Casanova.

Place Posthouse-building still existing;

(y) earlier (19th century).

(Place) No post station.

Place / place Present / former name.

Place // place Either // or.

Spelling of all places in the language of the country,
except in the headings of chapters.

T&T Thurn und Taxis Reichspost (official post of the Holy Roman Empire);

year first appearing in the T&T - post-archive.

Methods of travelling:

A Donkey.

B Sledge (Alps).

C Casanova's travelling carriages (C1 - C17).

F On foot.

H On horseback.

K Private carriage.

L Hired carriage.

M Mule.

P Stage coach, stage wagon.

R Boat, ship, on river, lake, lagoon, gulf.

S Ship, at sea.

T Hitch-hiking.

V Carrier, vetturino.

Z Carried chair (Alps).

No symbol: method of travelling unknown.

6305 May 1763.

(4405) Journeys before September 1774, however not mentioned in the memoirs:
the first trip to Constantinople in 1741, and Venice - Rome - Venice in 1744/45.

^ Opposite direction.

+ With Casanova in the carriage.

(Example: C8 6305^ + Marcolina : Casanova travelled with his carriage No. 8 in May 1763
in the opposite direction to the following section in the company of Marcolina.)

number Kilometres: 1. *In the title*: shortest distance between the two cities.

number 2. *In the list (first column)*: distance from the last
mentioned kilometre.

Approximately five kilometres.

N Main road.

L Country road.

", &c continuing the same road.

? In the (second) column "N/L": post station not found.

? In the (third) column "post stations": present name of place not found.

Casanova's Travel Routes.

1. POSTBOAT, FELUCCA AND GALLEY: The Sea Routes.

3,490 km.



ADRIATIC, IONIAN, AND AEGEAN SEAS.

From Venezia to Istanbul/Constantinople

2300 km Warship (galley).

(S 4104) (S 4203^)^ S 4505 S 4511^

VENEZIA - MALAMOCCO

VRSAR / ORSERA

KORCULA / CURZOLA (*passed*)

1000 KERKIRA / KORFU

(S 4105) (S 4106^)^ S 4507 S 4510^

KERKIRA

500 KITHIRA / CERIGO

DARDANELLEN (*passed*)

800 ISTANBUL / CONSTANTINOPLÉ

Excursion: escape to Casopo.

S 4110 S 4110^

KERKIRA

VIDO (*direction to...*)

50? KASSIOPI / CASOPO

Excursion: picking up a troop of actors.

S 4510 Feluke

KERKIRA

150 OTRANTO

S 4510^ pursued by pirates

OTRANTO

250? KERKIRA

From Venezia to Ancona

300 km Peota; Tartana.

R 4310

VENEZIA Piazzetta

25 Laguna CHIOGGIA

S 4310

CHIOGGIA

VRSAR / ORSERA

VERUDA (port of PULA)

275 ANCONA

From Ancona to Trieste

240 km Warship (galley)

S 7211

ANCONA

240 TRIESTE

LIGURIAN SEA.



From Antibes to Genova

190 km Felucca

S 6010+ Rosalie

ANTIBES

20 VILLEFRANCHE

S 6010+ Rosalie

VILLEFRANCHE

170 GENOVA

Genova - Antibes:

Felucca. English Coupé "Genève 2" on board.

S 6304+ Marcolina + la Crosin

GENOVA

120 SAN REMO

30 MENTONE

50 ANTIBES

From Genova to Lerici

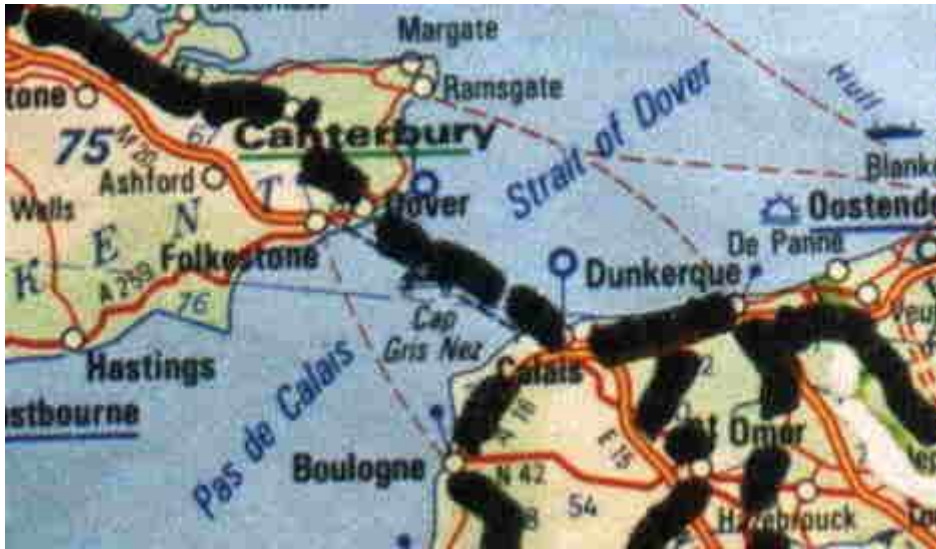
100 km Felucca

S 6011

GENOVA

100 LERICI

ENGLISH CHANNEL.



From Calais to Dover

50 km Packetboat

S 6306+ Aranda S 6308^+ Pauline S 6308 S 6403^+ Daturi

CALAIS

50 DOVER



THE CASANOVA TOUR by Pablo Günther



([Contents](#)) **Part X:**

POST ROADS - [2. London-Naples](#) - ([Part XI](#))

2. LONDON - NAPLES

Via Calais, Paris, Lyon, Mont Cenis Pass, Torino, Bologna, Firenze / Ancona and Roma.
2,170 km.

And: **NAPLES - MARTIRANO / CALABRIA**

Via Salerno, Eboli and Cosenza.
350 km.

The Main Route of the Grand Tour.



London - Dover - Calais - Boulogne-s-mer - Amiens - Paris.

Excursions:

London - St. Albans

L 6308 L 6308^ H 6401 H 6401^

LONDON

5 A1200 Holloway

5 A1 Highgate

5 Whetston

5 BARNET
L 6308 L 6308^
BARNET

5 Mimms
5 Colney
5 ST. ALBANS

London - Richmond

H 6401 H 6401^
LONDON
A4 Bromton
BARNES
15 RICHMOND

From London to Calais

170 km Hired carriage; stage wagon; English Coupé (of Pauline); by packet-boat.

Hired carriage (Post-Chaise) Dover - London: 18 hours.

L 6306^+ Aranda K 6308+ Pauline P 6308^ P 6403+ Daturi

LONDON
A2 Deptford
? (Welling)
? (Crayford)
A2 Dartford
? Northfleet
? Chaulk Street
A2 ROCHESTER
? Raynham
A2 Newington Street
" SITTINGBOURNE
A2 Faversham
B2061 Boughton Street // Bocton Street
? (Justice)
A2 CANTERBURY
" Bishopsbourne
B2061 Lydden
? (Rivertown)
B2061 Buckland
120 " DOVER

S 6306^+ Aranda S 6308+ Pauline S 6308^ S 6403+ Daturi

English Channel DOVER
50 CALAIS [Kingdom of France]

From Amiens to Calais

160 km Solitaire / Chaise de Poste.

C3 5708 C9 6306+ Aranda

AMIENS
N 235 Picquigny
N 1 Flixecourt
" Ailly
45 " ABBÉVILLE

C9 6306+ Aranda

ABBÉVILLE

N 1 Nouvion



" Bernay "Relais de Poste" on town sign (photo: PG)

" Nampont



Almost in an original state is the "Hotel de France" and "Relais de Roy" in Montreuil. Of special interest might be the typical inner courtyard. There is a huge fresco, which recalls the stay of Lawrence Sterne during his "sentimental journey" in 1765. - Photo: PG.

45 " **Montreuil** post: Hotel de France (photo)

'N 1 Cormont

N 1 Samer

" Boulogne-s-mer

" Marquise

" Hauteville / Hautbuisson?

70 " CALAIS

This was the usual road from Calais in the direction of Paris. *Casanova*, when driving from Paris to Dunkirk, used two parallel routes from Abbéville onwards and on the way back to Amiens. But, firstly, a section which completes the route from Calais to Dunkirk:

C9 6403+ Daturi

CALAIS

25 N 1 GRAVELINES

Paris - Dunkirk in 3 days.

Abbéville - Dunkerque (via St.Omer and Gravelines):

185 km Chaise de Poste; Solitaire.

C3 5708

ABBÉVILLE

D 928 le Boisle

" Hesdin

55 " Fruges

" Avroult

" ST.OMER

N 43 la Recousse

65 D 218 GRAVELINES

C3 5708 C9 6403+ Daturi

GRAVELINES

20 N 1 DUNKERQUE

Dunkerque - Amiens (via Aire):

140 km Chaise de Poste; Solitaire.

C3 5709 C9 6403

DUNKERQUE

10 D 916 Bergues

C3 5709

Bergues

D 916 Cassel

D 238 AIRE

N 43 (?) Lillers (?)

60 D 91 Pernes

D 916 St.Pol

" Frévent

" Doullens

N 25 Talmas

70 " AMIENS

Back to the direct road from Paris to Calais:

From Paris to Amiens

125 km Chaise de Poste; Solitaire.

C3 5708 C3 5709^ C9 6306+ Aranda/Giuseppe Pompeati

PARIS

N 1 St.Denis

N 16 Ecoen

" Luzarches

" Chantilly

50 D 916A Laigneville

N 16 Clermont

D 916 St.Just-en-Chaussée

D 916 Wavigny

" Breteuil

N 1 Flers-s-Noye

" Hébecourt

75 " AMIENS



Paris - Fontainebleau - Nevers or Auxerre - Lyon.

From Paris to Fontainebleau

[cf the website: <http://perso.wanadoo.fr/nationale7/sommaire.html>]

60 km Stage coach "Diligence de Lyon"; English Coupé; Solitaire.

P 5006^+ A.Balletti C6 6106^ C9 6306^+ Adèle 8310 8310^

PARIS

N 7 Villejuif

" Paraye-Vieille-Poste

? Fromenteau

N 7 Essonnes

" Ponthierry

" Chailly-en-Bière

60 " FONTAINEBLEAU

From Fontainebleau to Lyon (via Nevers) "La Route Bourbonnaise"

385 km English Coupé; Solitaire.

C6: *Lyon - Paris in 2,5 days*

C6 6106^ C9 6306^+ Adèle

FONTAINEBLEAU

N 7 Bourron

&c Nemours

Glandelles

la Croisière

Fontenay

Puy-la-Laude

Montargis

la Commodité

Nogent

les Bézards

la Bussière

Bel Air
90 BRIARE
Ousson
Bonny
Neuvy
la Celle
COSNE
Maltaverne
Pouilly
Mesves
la Charité
Pougues
80 NEVERS
Magny
Villars
ST.PIERRE-LE-MOUTIER
Chantenay
Villeneuve
la Vieille Poste
50 MOULINS
Bessay
N 7 la Vieille Poste
VARENNES
St.Géraud
Lapalisse
Droiturier
D 570 St.Martin d'Estreaux
N 7 Pacaudière
&c St.Germain l'Espinasse
90 ROANNE
l'Hopital-s-Rhins
ST.SYMPHORIEN
la Fontaine
Tarare
D 67 Les Arnas / la Croisette
N 7 L'ARBRESLE / LA BRESLE *
" La Tour-de-Salvagny
75 " LYON
[* Wrong writing by Casanova: "La Bresse".]

From Lyon to Fontainebleau (via Chalons-s-Saone) "La Route Bourguoise"

400 km Stage coach "Diligence de Lyon" *In 5 days to Paris*

P 5006+ A.Balletti

LYON
? le Puits d'Or / D 42 Limonest
? les Echelles / N 6 Anse
30 N 6 Villefranche
&c St. Georges
La Maison Blanche

Macon
St. Albain
Tournus
80 Sennecey
Chalons-s-Saone
Chagny
40 la Rochepot
Ivry
Arney
le Maupas
50 Saulieu
la Roche
Rouvray
Cussy-les-Forges
D 944 Lucy-le-Bois
D 332 la Poste-aux-Alouettes
N 6 Vermenton
via Irancy St. Bris-le-Vieux
90 D 956 Auxerre
N 6 Bassou
&c Joigny
Villevallier
Villeneuve-s-Yonne
Sens
Pont-s-Yonne
Villeneuve-la-Guyard
Fossard
Moret
110 FONTAINEBLEAU



Lyon - Chambéry - Mont Cenis Pass - Torino - Tortona - Piacenza - Bologna

From Lyon to Chambéry

110 km Stage wagon; English Coupé; on horseback.

P 5006^+ Balletti C6 6106^ C8 6209 C8 6305+ Marcolina H 6305^

LYON

N 6 Bron
&c St. Laurent
Verpillière
BOURGOIN-Jallieu
Vachère
TOUR-DU-PIN
Gaz

70 PONT-DE-BEAUVOISIN [*bridge over the river Guiers: boundary crossing France / Kingdom of Sardinia*]

P 5006^+ Balletti C6 6106^ C8 6209

PONT-DE-BEAUVOISIN

N 6 Echelles

" St. Thibaud

40 " **CHAMBÉRY**

From Chambéry to Torino over the Mont Cenis

210 km English Coupé; stage wagon; sledge; carried chair; mules.

C1 4912^+ Henriette P 5005^+ Balletti C6 6105^ C8 6209 C8 6211^ C8 6301

CHAMBÉRY

N6 Montmélian

D 204 *Maltaverne* (y)

" Aiguebelle

N 6 Epierre

&c la Chambre

ST.-JEAN-DE-MAURIENNE

St.-Michel-de-Maurienne

St. André

Villarodin-Bourget

Bramans

125 Lanslebourg



B 4912^ M 5005^ M 6105^ M 6209 B 6211^ M 6301

Except 1750, with the dismantled English Coupés.

Road constructed 1803-1810.

Lanslebourg (*photo: Chambéry, Musée Savoisien*)

mule- & sledge track (La Ramasse), **in front of the:**

5 - Col du MONT CENIS; 2083 mh (*photo: the author and his 2CV in 1996*)

High valley with the Lac du Mont Cenis, today a much enlarged reservoir.

mule-track La (Poste de) Tavernette; *Hospice disappeared in the reservoir.*

10 " (Grand - Croix) *Frontier Savoy / Piedmont. Chapel (1626) well restored; guest and farm houses falling down.*

Z 4912^ Z 5005^ Z 6105^ Z 6209 Z 6211^ Z 6301

No possibility for using sledges. Carriages transported by pack-horses or mules.

(Grand - Croix)
mule-track (Ferrera Cenisio)
10 " **NOVALESA** (y) (photo: PG)



C1 4912^+ Henriette P 5005^+ Balletti C6 6105^ C8 6209 C8 6211^ C8 6301

NOVALESA

10 L Susa
N 25 S. Giorio
" S. Antonio
" S. Ambrogio
" RIVOLI
50 " TORINO

From Torino to Bologna

330 km English Coupé; stage wagon.

C1 4912^+ Henriette C2 5001 P 5005^+ Balletti C6 6103^ P 7003

TORINO

N 20 Trofarello
N 29 Poirino
N 29r Dusino/S.Michele
? La Gambetta
N 10 Asti
&c Castello di Annone
Felizzano

ALESSANDRIA

Lungafame

110 TORTONA

C1 4912^+ Henriette C2 5001 P 5005^+ Balletti C6 6103^ C8 6303^ P 7003

TORTONA

15 N 10 Voghera

C1 4912^+ Henriette C2 5001 P 5005^+ Balletti C6 6103^ P 7003

Voghera

N 10 Broni

" Castel S. Giovanni [Duchy of Parma]

55 " PIACENZA

C1 4911^, C1 4911, C1 4912^+ Henriette C2 5001 P 5005^+ Balletti

C6 6103^ P 7003

PIACENZA

N 9 *Via Aemilia* Fiorenzuola
" Fidenza / Borgo S. Donnino
" Castelguelfo
60 " PARMA

Excursion:

C1 4908, C1 4908^+ Henriette

PARMA

15 N 343 COLORNO

C1 4907^+ Henriette C2 5002 P 5005^+ Balletti(from Reggio) C6 6103^ P 7003

PARMA

N 9 *Via Aemilia* Sant' Ilario d' Enza [Duchy of Modena]

" REGGIO

" Rubiera

50 " MODENA

C1 4907^+ Henriette C2 5002 P 5005^+ Balletti C6 6103^ P 7003 P 7209^ P 7209

N 9 *Via Aemilia* MODENA

" Ponte Samoggia [Ecclesiastical State]

40 " BOLOGNA



Bologna - Firenze or Ancona - Roma

From Bologna to Roma (via Firenze)

380 km English Coupé; stage wagon; Vetturino; hired carriage (carozzino).

(4405) (4501^) C6 6102^/L 6102^+ Corticelli P 7003 C14 7112^

BOLOGNA

N 65 Pianoro

30 &c Loiano

(Monghidoro) = (SCARICALASINO)

La Posta Filigare [Duchy of Tuscany]

(Passo della Raticosa, 968 mh)

(Pietramala)

20 Covigliaio (1742) // N 503 Fiorenzuola (1705)

(Passo della Futa, 903 mh) // (Rifredo)

Montecarelli (1742) // N 503 Giogo [pass] (1705)

25 Cafaggiolo (1742) // N 503 S. Piero (1705)

Fontebuona (1742) // ? UCCELLATOIO* (1705)

25 FIRENZE

[* This older stage (listed e.g. in a post-map of 1705) was situated near the new one Fontebuona (for the first time mentioned in the Thurn and Taxis - guide of 1742). Presumably Casanova mentioned it, because he used an out-of-date guide while writing in Dux.]

(4405) (4501^)^ C6 6012 C6 6102^ C14 7107^

FIRENZE



N 2 *Via Cassia S. Casciano* ("*Antica Posta*". Photo: PG)

" Tavarnelle

50 " Poggibonsi

(4405) (4501^)^ C6 6012 C6 6102^ P 7005 C14 7107^

N 2 *Via Cassia* Poggibonsi

" Castellina Scalo

25 " SIENA (*Via Cassia and Porta di Roma*. Photo: PG)



(4405) (4501^)^ C6 6012 C6 6102^ V 7006+ Betty C14 7107^

N 2 SIENA *Via Cassia*

" Monteroni d`Arbia

25 " BUONCONVENTO

" Torrenieri

" (S. QUIRICO)



" **LA SCALA** (photo: PG)

? Riccorsi

40 N2 + L **RADICOFANI**



Radicofani: Villa Medicea della Posta. Photo taken in June 1994 by PG.

(4405) (4501^)^ C6 6012 C6 6102^ V 7006, V 7006^, L 7006+ Betty C14 7107^

RADICOFANI

L + N 2 CENTENO [Ecclesiastical State]

25 *Via Cassia* ACQUAPENDENTE

" S. Lorenzo Nuovo

" Bolsena

" MONTEFIASCONE

45 " VITERBO

? Posta Montagna di Viterbo (*north of Lago di Vico*)

L Ronciglione

35 L + N 2 MONTEROSI

(4405) (4501^)^ C6 6012 C6 6102^+ Poinset (up to Firenze) L 7006+ Betty C14 7107^

MONTEROSI

N 2 *Via Cassia* Baccano

" POSTA DELLA STORTA

35 " ROMA

From Bologna to Roma (via Ancona)

500 km

Ancona - Bologna:

210 km Hired carriage; on horseback; mule; stage wagon; English Coupé;
Vetturino.

L 4403+ Bellino V 7210^

ANCONA [Ecclesiastical State]

? Case Bruciate

25 N 16 SENIGALLIA

" Marotta

" Fano

35 " PESARO

H 4403 the first time on horseback. V 7210^

N 16 (SANTA MARIA; fortress in PESARO)

" Cattolica

35 " RIMINI

M 4403 V 7210^

RIMINI

15 N 9 *Via Aemilia* SAVIGNANO

P 4403 V 7210^

SAVIGNANO

15 N 9 *Via Aemilia* **CESENA**

Posting inn: Piazza del Popolo / Via Zeffirino (photo: PG)



P 4403 P 4906^ C1 4907+ Henriette V 7210^ K 7906^, K 7907+ Del Bene

CESENA

N 9 *Via Aemilia* FORLI

" Faenza

" Imola

" S. Nicolo

85 " BOLOGNA

Ancona - Roma:

290 km On foot and hitch-hiking; stage wagon.

F 4311 P 4402^

ANCONA

L Camerano

40 L LORETO

T 4311 P 4402^

N 77 (Sambucheto)

" MACERATA

30 " TOLENTINO

F 4311 P 4402^

N 77 VALCIMARRA

" (MUCCIA)

40 " SERRAVALLE

T 4312 P 4402^

N 77 (COLFIORITO)

" Casenove

" FOLIGNO

40 N 3 (PISSIGNANO)

F 4312 P 4402^

N 3 *Via Flaminia* SPOLETO

" (VALICO DI SOMMA)

" Strettura

" TERNI

" NARNI

70 " OTRICOLI

T 4312 P 4402^

N 3 *Via Flaminia* Borghetto

" Civita Castellana

" Rignano Flaminio

40 " CASTELNUOVO DI PORTO

F 4312 P 4402^

N 3 *Via Flaminia* Prima Porta

30 " ROMA Porta del Popolo

Excursion:

L 4401 L 4401^ C14 7104 C14 7104^

ROMA

20 N 215 (FRASCATI)

Excursion:

L 4401 L 4401^

ROMA

30 N 5 (TIVOLI)



Roma - Terracina or Monte Cassino - Napoli - Cosenza - Martirano

From Roma to Napoli (via Terracina)

240 km Vetturino; English Coupé; private carriage.

V 4405 V 4406^+ Lucrezia C6 6012, C6 6101^+ Abate Alfani K 7006

ROMA

N 7 *Via Appia* TORRE DI MEZZAVIA d' Albano

N 7 + N 217 MARINO

L + N 7 La Faiola (*between Genzano and Velletri*)

N 7 VELLETRI

" Cisterna



The Via Appia, 5 km south-east of Cisterna. Here the post road turns to the mountains in the east to avoid the malaria-infected Pontinian Marshes. - Photo: PG.

N 7 + L SERMONETA

? Casenove

N 156 + L PRIVERNO / PIPERNO

? Li Marutti

110 L TERRACINA

N 7 Fondi [Kingdom of Naples]

Via Appia Itri

" Formia / Mola di Gaeta



*J. Smith: "Il traghetto del Garigliano". The building contained the post station. About 1780.
From: Brillì, Il Viaggio in Italia. - The same place in 1994. Photo: PG.*

" ferry GARIGLIANO (photos)

" S. AGATA (near Sessa Aurunca)

1761^: overturned coupé; attempted robbery.

" FRANCOLISE

100 N 7 CAPUA

V 4405 V 4406^+ Lucrezia C6 6012, C6 6101^+ Abate Alfani K 7006 C14 7009^

N 7 CAPUA

N 7 bis AVERSA

30 " NAPOLI

From Napoli to Roma (via Cassino)

230 km Coupé, drawn by mules of a vetturino.

C14 7009

Napoli - Capua: [see above](#).

CAPUA

25 N 7 + N 6 Via Casilina Vairano Scalo

From here to Rome there were no post stations. However, the following places were mentioned by Nugent, Grand Tour IV, p. 315: "Journey from Naples to Rome, by Vettura."

? (S.Germano)

35 N 6 Via Casilina (MONTE CASSINO)

(Ceprano)

" (Frosinone)

" (Ferentino)

" (Valmontone)

? (Cava Nova)

130 N 6 ROMA

Excursions:

K 6101 K 6101^

NAPOLI

30 N 87 (CASERTA)

R 7007 R 7007^

NAPOLI

25 (SORRENTO)

L 7007 L 7007^

NAPOLI

45 N 18, N 145 (SORRENTO)

From Napoli to Martirano

350 km On foot; vetturino; stage wagon; hired carriage; English Coupé.

F 4405 V 4406^ P 7009 C14 7009^

NAPOLI

10 N 18 (PORTICI) *excursion: up to the Monte Vesuvio.*

V 4405 V 4406^ P 7009 C14 7009^

N 18 TORRE DEL GRECO

" Pagini // Nocera

50 " SALERNO

P 4405 V 4406^

SALERNO

N 19: ? Taverna Pinta

N 19 Eboli

" Scorzo

60 " Auletta

" Atena Scalo, Atena Lucana (?) / Alla Scala

" Casalbuono (?) / Casal novo

60 " Lagonegro

" Lauria

" Castelluccio

L Rotonda

70 L + N 19 Castrovillari

N 19 Spezzano (?) / Esaro

" Regina (*3 km west of the N 19*) / La Regina

70 " COSENZA

L 4405 L 4406^

COSENZA

N 19 + L Belsito

30 N 19 + L MARTIRANO [episcopal see]*

[* Near Martirano, King Henry, son of the Staufer-Emperor Frederic II., perished in 1242. Cf. Waldburg-Wolfegg, p.97: "Nowadays, Martirano still is a picture of misery. In 1905, the little town was destroyed by an earth-quake so completely, that the inhabitants gave up and settled in a different locality. Nevertheless particular houses are still inhabited, though the citadel, the churches, and the streets are totally destroyed."]



THE CASANOVA TOUR by Pablo Günther



([Contents](#)) **Part XI:**

POST ROADS - [3. Vienna-Venice](#) - [4. Venice-Geneva](#) - [5. Frankfurt-Dresden](#) - [6. Bologna-Augsburg](#) / [escape 1756](#) - ([Part XII](#))

3. VIENNA - VENICE

Via Graz, Laibach, Trieste, Palmanova / Udine and Treviso.
680 km.



From Wien to Trieste

500 km "Eilwagen" (flying stage coach), in 4 days

P 5305 8301^ 8306

WIEN

N 17 Traiskirchen

" Wiener Neustadt

" Neunkirchen

" Schottwien

" - Semmering - Pass - (900 mh)

(road built in 1728)
 100 N 306 Mürzzuschlag
 N 6 Krieglach
 N 116 Mürzhofen
 40 " Bruck a.d. Mur
 N 35 Röthelstein
 " Peggau
 60 N 67 Graz
 " Kalsdorf
 " Lebring
 (N 67) Ehrenhausen
 70 L + N 10 Maribor/Marburg
 N 10 Sl.Bistrica/Feistritz
 L Konjice/Gonobitz
 L Celje/Cilli
 N 6(?) Vranksko(?)/Frantz
 ? ? /St.Oswald
 ? ? /Potpetsch
 130 N 6 Ljubljana/Laibach
 " Vrhnika/Ober-Laibach
 ? ? /Loitsch (Lasse)
 N 6 Postojna/Adelsberg
 ? ? /Prawald
 N 6 Sezana/Sesana
 100 N 58 TRIESTE

The Flying Coach from Trieste to Venice: Casanova's Postal Memorandum.



The post road, modified by Casanova in 1773, via Udine. - Post-map by Walch, Augsburg, 1803 (cutting). Collection Hans Kohl, Heiligkreuzsteinach. Photo: PG.

When living in Trieste from the end of 1772 until September 1774, Casanova was involved in a diplomatic initiative of the Venetian Government concerning the postal route between the two cities. He relates [HL,vol.XII/9,p.197f.] that the Venetian Consul in Trieste, Marco de' Monti "told me that he had been vainly trying for years to persuade the Government of Trieste to allow the diligence [flying coach] which made the journey between Mestre and that city once a week to lengthen it by only one stage to pass through Udine, the capital of Venetian

Friuli."

The Consul asked Casanova to think of arguments which could convince the Government; a successful conclusion could accelerate his return to Venice. Casanova had the good fortune to be supported by the Governor of Trieste, Count Auersperg, against the stubborn councillors.

"Seeing that I was on sure ground, I wrote a memorandum to which no one could reply except by tergiversating. The Council decreed that in future the diligence should pass through Udine both going and returning."

The post-map on this page shows the new route. Casanova received an payment of one hundred silver ducats [4,000 d.] and was able to return to his native city the following year.

From Trieste to Venezia

180 / 200 km (old and new post road).

Trieste - Monfalcone/Jamiano (25 km):

P 5305 K 7212+ Zaguri + Pittoni L 7212^+ Pittoni L 7309 L 7401^ 7409
7611^ 7611 8209^ 8301 8301^ 8306

TRIESTE [Austria]

N 14 (PROSECCO)

" Santa Croce

25 " Monfalcone, near Jamiano

1. Excursion: Jamiano - Spessa:

45 km

K 7212+ Zaguri + Pittoni L 7309 L 7401^ 7409

Jamiano

20 N 55 GORIZIA

K 7309, K 7311^+ Count Torriano

GORIZIA

25 N 56 + N 356 (SPESSA)

2. Excursion: Gorizia - Visco - Monfalcone:

40 km

K 7212+ Zaguri (to Visco) + Pittoni 7409 (to Gradisca)

GORIZIA

N 351 Gradisca

20 N 252 (Visco, in front of Palmanova)

back to Gradisca

20 N 305 Monfalcone

Monfalcone/Jamiano - Pordenone:

1. Old route until 1773/74 (70 km):

P 5305

Monfalcone

15 N 14 (Cervignano) [Republic of Venice]

10 N 352 Palmanova

20 N 252 Codroipo

25 N 13 Pordenone

2. New route (organized by Casanova) from 1774 onwards (90 km):

7409 (from Gradisca) 7611^ 7611 8209^ 8301 8301^ 8306

Jamiano (near Monfalcone)

15 L Gradisca

10 N 252 + L Nogaredo [Republic of Venice]

20 L + N 352 UDINE

20 N 13 Codroipo

25 " Pordenone

(Excursion to Pasiano: see below.)

Pordenone - Venezia (85 km):

P 4204^ P 4205 P 4309^ P 4309 P 5305 7409 7611^ 7611 8209^ 8301 8301^ 8306

Pordenone

N 13 Sacile

" Conegliano

55 " TREVISO

P 4204^ P 4205 P 4309^ P 4309 P 5305 V 5611^+ Father Balbi 7409 7611^ 7611 8209^ 8301 8301^ 8306 P 8306^

TREVISO

20 N 13 MESTRE

R 4204^ R 4205 R 4309^ R 4309 R 4901^ R 4901 R 5305 R 5611^+ Father Balbi R 7409 R 7611^ R 7611 R 8209^ R 8301 R 8301^ R 8306 R 8306^

MESTRE

10 lagoon VENEZIA

Excursion: Pordenone - Pasiano (" [A Favourable Thunderstorm](#) ")

L 4204 L 4205^ L 4309 L 4309^

Pordenone

L (Prata di Pordenone)

L (Visinale) [VILLA GOZZI]

L (CECCHINI)

15 L (PASIANO) [VILLA Saccomani / MONTEREALE]



The former Villa Montereale where Casanova lodged. Today called Villa Saccomani, which is to become the townhall. - Photo: cover of a prospectus by the community of Pasiano di Pordenone, in which Casanova's sojourn is mentioned.

4. VENICE - GENEVA

Via Verona / Mantova, Milano, Torino, and the Grand Saint Bernard Pass.
700 km.

*1749: Casanova's First Travelling Carriage,
and with his Greatest Love, Henriette, to Geneva.*



From Venezia to Milano via Verona

270 km.

Venezia - Padova:

40 km. By boat ("[Burchiello](#)"), horse, post wagon, English Coupé.

R 3404 the very first journey R 3503^ R 3504 R 3705^ R 3706 R 3910^

R 4404^ (R 4405) (R 4501^) R 4902 R 5002^ R 7906, R 7907^+ Del Bene
R 8007 R 8007^

VENEZIA Piazzetta

5 Laguna *FUSINA*

R 3404 R 3503^ R 3504 R 3705^ R 3706 R 3910^

FUSINA



lock DOLO [the lock painting by A. Canal.]

35 F. Brenta PADOVA

Post road Padova - Fusina:

P 4404 (4405^) (4501) P 4902^ C2 5002 H 5403 fall

K 7906^, K 7907+ Del Bene 8007^ 8007

PADOVA

N 11 (FIESSO)

&c DOLO

(MIRA)

(ORIAGO)

35 *FUSINA*

Padova - Milano:

230 km Post wagon; hired carriage.

P 4902 L 5403+ Pier A. Capretta+ Signora C. L 5403^

PADOVA

N 11 Arlésega

30 " VICENZA

P 4902

N 11 VICENZA

&c Montebello

Caldiero

50 VERONA

Castelnuovo

Desenzano

Ponte S.Marco

Brescia

Ospitaletto

Chiari

Antegnate

Caravaggio [Duchy of Milano (Austria)]

Cassano d'Adda



Cassina de Pecchi (posthouse: *Cascina Colombirolo*)* / Colombarolo

[discovered and photos by Laura Franchini]

150 MILANO

* **Laura Franchini (2001):** On the Main Road PADANA SUPERIORE N.11, 11 Km before Gorgonzola (dir. MI to Cassano D'Adda), the CASCINA COLOMBIROLO (this is its new denomination) is still existing.

I made some interviews around and I could find the following:

* The "Cascina" (=farm-house) is located at the end of a village Cassina De Pecchi. (Thanks to a friend on mine, I also could find an old Army map, where the place is clearly indicated).

* It takes its name from the word COLOMBO=pigeon. In ancient times it was a Post Stage, but also a carrier pigeon stage....(there are still a lot of pigeons living here).

* In the cascina there is now a restaurant called "Al Bruzio", a blacksmith, a glass worker, a building soc.

* The present owner of this place is a Lady, Mrs. Rabuzzini.

Excursion: from Milano to Lugano and the Isole Borromee:

120 km Post wagon; boat; horse.

P 6907 P 6912^

MILANO

N 35 Barlassina

" Como

60 N 2 *Capolago* [Switzerland]

R 6907 R 6912^

Lago di Lugano Capolago (posthouse? at the pier)

15 LUGANO

H 6909 H 6909^ [fall]

LUGANO

N 23 (Tresa)

25 (Luino) [Duchy of Milano]

R 6909 R 6909^

Lago Maggiore (Luino)

20 (ISOLE BORROMEE)

From Milano to Venezia via Cremona and Mantova

365 km

Milano - Pontelagoscuro:

235 km Post wagon; boat; English Coupé.

P 4903 C1 4911^, C1 4911+ Henriette

MILANO



N 9 *Melegnano* * (discovered and photos by: Laura Franchini)

30 " LODI

N 9 Zorlesco

20 " (Casalpusterlengo)

* **Laura Franchini (2001):** In his memoirs C. describes the excursion from S. Angelo Lodigiano to Milano and return with Clementina. (I'll not repeat the exact text in the Memoirs, as you can easily consult it).

Anyway C. tells us that, going from S.A. to Milan, at about midway, they stopped in village to let the horses rest for a while. Actually he does not speak about a Post stage, but it is easy to believe that their coachman decided to stop in a place with some services available even for the passengers.

The way connecting, at that time, (and even today) Piazza Cordusio (downtown Milan) and Sant'Angelo Lodigiano runs through:

(1st mile) Duomo, Piazza Missori,

C.so di Porta Romana (city walls door),

(2nd mile) C.so Lodi,

(3rd mile) Rogoredo.....from here the route is called now via Emilia,

(4th mile) San Martino,

(5th mile) San Donato.....where I live,

(9th mile) Cascina Rampina ... "Mutatio ad Nonum"!

In ancient times this way was called "Mediolanum Laus Pompeia", then "via Romea" or "Strada Romana". It was already existing at the time of Romans in 222 a.C.

The 9th mile is the one we are interested in! I.e. the place where I think C. could have stopped.....9th mile is at about midway between San Angelo and Milan.

Further, the site is exactly a fork.....among Milano/Lodi or Sant Angelo.

The Cascina Rampina (=small climb) has always been a Post Stabe (since the time of the Romans (from this the latin name Mutatio ad Nonum) with an Osteria (=tavern). still now there is a nice restaurant called "RAMPINA ANTICA OSTERIA". It must not have been changed much from 1763!!

At that time, in the "Cascina" lived 9 families, and about 40 people. The host was Mr. Giovanni Cocco. In the site there was also a Prestino (=bakery), and the Stallazzo (=stable) ...a painted sign on the main wall is still indicating this facility.

Excursion:

C8 6303, C8 6303^+ Clementina

MILANO

15 N 9 *Melegnano* (see pictures and notice by Laura Franchini above)

15 L (S.ANGELO)



10 L LODI (photos: Laura Franchini)

Link:

C1 4911, C1 4911^+ Henriette

PIACENZA

15 N 9 (Casalbusterlengo)

P 4903

(Casalbusterlengo)

N 234 Pizzighettone

" CREMONA

? Alla Pieve / N 10 Cicognolo

? S.Pietro Medegallo / N 10 Piadena

N 10 Bózzolo

" Castellucchio

95 " MANTOVA

R 4905

MANTOVA

90 Mincio + Po (PONTE LAGO SCURO)

Venezia - Pontelagoscuro by boat:

130 km Boat ("peota").

R 5006

Laguna VENEZIA

130 *F. Po* (PONTELAGOSCURO)

From Torino to Milano via Novara

145 km Post wagon

C2 5001^ C8 6302 P 6907 P 6912^

TORINO

N 11 Settimo

25 " Chivasso

P 6907 P6912^

Chivasso

N 11 Cigliano

&c S.Germano

50 Vercelli

Orfengo

Novara

40 *F.Ticino* Boffalora [Duchy of Milano]

N 11 Sedriano

30 " MILANO

From Torino to Milano via Pavia

145 km English Coupé

C2 5001^ C8 6302 P 6907 P 6912^

TORINO

N 11 Settimo

25 " Chivasso

C8 6302

Chivasso

45 N 31 bis CASALE Monferrato

30 N 596 dir. Mortara

35 N 596 PAVIA [Duchy of Milano]

C8 6302 C8 6303^+ la Crosin

PAVIA

N 35 (CERTOSA DI PAVIA)

" Binasco

35 " MILANO

From Genève to Torino over the Grand St. Bernard

310 km English Coupé "Genève 1"; mules; post wagon.

C2 5001

GENEVE

N 5 Douvaine [Kingdom of Sardinia]

" Thonon

" Evian

" St.Gingolph

N 21 Vionnaz [Switzerland]

" St.Maurice

" Martigny

125 " Orsières

M 5001 In 3 days - *The dismantled Coupé on 4 mules, Casanova, his case and his servant on 3 others. The old (Roman) path is sometimes easy to recognise.*

The road was built in 1905.

Orsières

Bourg-St.Bernard

- COLLE DEL GRAN SAN BERNARDO - (2473 mh)

Monastery with hospice, built in 1680/1822.

Founded in 962 by Bernhard von Menthon.

40 N 21 St.Rhémy [Kingdom of Sardinia]

C2 5001

St.Rhémy

N 27 Aosta

N 26 Chatillon

" Donnas

" Ivrea

L Foglizzo

120 L Chivasso

C2 5001 C8 6302^ P 6907^ P 6912

Chivasso

N 11 Settimo

25 " TORINO

5. FRANKFURT - DRESDEN

Via Fulda, Eisenach, Weimar and Leipzig.
440 km.

1752/53: With Post Wagons through German Countries.



From Frankfurt to Leipzig

340 km

P 5211+ Francesco Casanova C16 8312+ Francesco Casanova

FRANKFURT (T&T 1600)

20 N 40 Hanau (T&T 1651)

P 5211+ Francesco Casanova

" Hanau (T&T 1651)

N 43 Gelnhausen (T&T 1660)

" Salmünster (T&T 1729)

" Schlüchtern (T&T 1703)

" Neuhof (T&T 1628)

80 " Fulda (T&T 1677)

N 27 Hünfeld (T&T 1628)

N 84 Vacha (T&T 1628)

" Eisenach (T&T 1693)

N 7 Gotha (T&T 1693)

" Erfurt (T&T 1636)

140 " Weimar (T&T 1704)

P 5211+ Francesco C. K 9509^, 9509+ Mélampige II

N 7 Weimar (T&T 1704)

20 " Jena (T&T 1693)

N 88 Naumburg [Electorate of Saxony]

N 87 Weissenfels

80 " LEIPZIG

From Leipzig to Dresden

100 km

P 5211+ Francesco C. C12 6610^ C12 6610 P 8401 C17 8809^ C17 8810

LEIPZIG

N 6 Wurzen

" Calbitz

" Seerhausen
" Meissen
100 " DRESDEN

6. BOLOGNA - AUGSBURG

Via Ferrara / Legnago, Padova, Venezia, Treviso, Feltre / Bassano, Borgo, Trento, Brenner Pass, Innsbruck, Mittenwald and Partenkirchen / Munich.
510 km.

*1756: Casanova's Famous Escape Out of the Venetian State Prison.
Tuesday, 17th June 1783, at dawn: Casanova left Venice forever and set off
for his last grand tour - of eight months - to Germany,
the Netherlands, France, Prussia and Austria.*



Bologna - Ferrara or Revere - Venezia - Feltre or Bassano - Trento - Innsbruck

From Bologna to Venezia

160 km Vetturino; Post wagon; English Coupé; boat; horse; gondola.

1. Bologna - Monsélice (via Revere, 160 km):

Casanova left the direct post road to avoid the quarantine at the Venetian frontier.

V 4404

BOLOGNA [Ecclesiastical State]

S.Giorgio *

(Cento) *

(Bondeno) *

65 N 496 (Pilastrì) * [Duchy of Mantova (Austria)]

" (Poggio Rusco) *

25 N 12 REVERE

Ferry on river Po

OSTIGLIA

Sanguinetto * [Republic of Venice] [* = supposition.]

30 N 10 LEGNAGO

P 4404

LEGNAGO

N 10 Bevilacqua

" Montagnana

" Este

40 " Monsélice

2. Monsélice - Bologna directly (via Ferrara):

100 km

(4405) (4501^)^ C2 5002^ K 7906, K 7907^+ Del Bene

Monsélice

N 16 ROVIGO

45 " (PONTE LAGO SCURO)

(4405) (4501^)^ P 4905 C2 5002^ P 5006 K 7906, K 7907^+ Del Bene

(PONTE LAGO SCURO) [Ecclesiastical State]

N 16 FERRARA

N 64 + L Poggio

L S.Giorgio

55 L BOLOGNA

Venezia - Pontelagoscuro by boat:

130 km Peota

R 5006

lagoon VENEZIA

130 river Po (PONTELAGOSCURO)

Monsélice - Fusina:

P 4404 (4405^)^ (4501) C2 5002 K 7906^, K 7907+ Del Bene

8007^ (to Abano) 8007 (from Abano)

Monselice

20 N 16 PADOVA

P 4404 (4405^)^ (4501) P 4902^ C2 5002 H 5403 [fall]

K 7906^, K 7907+ Del Bene 8007^ 8007

PADOVA

N 11 (FIESSO)

" DOLO

" (MIRA)

" (ORIAGO)

35 " **FUSINA**



The former post station of Fusina. Here the Brenta-channel (left) flows into the lagoon of Venice. Photo: PG.

Fusina - Padova (with the postboat "Burchiello"):

R 3404 R 3503^ R 3504 R 3705^ R 3706 R 3910^

FUSINA

(lock) DOLO

35 F. Brenta PADOVA

Venezia - Fusina:

R 3404 R 3503^ R 3504 R 3705^ R 3706 R 3910^ R 4404^ (R 4405) (R 4501^)
R 4902 R 5002^ R 7906, R 7907^+ Del Bene R 8007 R 8007^

VENEZIA Piazzetta

5 Laguna *FUSINA*

Excursion:

L 4901 L 4901^

MESTRE

15 N 13 + L (ZERO BRANCO)

From Venezia to Borgo Valsugana

In 1756: escape out of the palazzo ducale with Father Balbi.

120 km Gondola; post wagon; on foot; on donkey; vetturino.

Venezia - Treviso:

30 km

R 4204 R 4205^ R 4309 R 4309^ R 4901 R 4901^ **R 5611**

R 7409^ R 7611 R 7611^ R 8209 R 8301^ R 8301 R 8306^ R 8306

VENEZIA Piazzetta

10 Laguna MESTRE

P 4204 P 4205^ P 4309 P 4309^ **V 5611** 7409^ 7611 7611^ 8209

8301^ 8301 8306^ P 8306

MESTRE

20 N 13 TREVISO

Treviso - Borgo Valsugana via Feltre:

100 km *Treviso - Feltre: a road-distance of 55 km, though Casanova walked about 30 hours, according to his own words.*

F 5611+ Balbi to the Montello; then alone to Borgo Valsugana.

1. November 1756

TREVISO

7 hours (IL MONTELLO) *forest on the right bank of the Piave.*

1 hour? *over Piave (VAL DI DOBIADENE) about 15 km along the valley of the Piave. Passing the night in the house of the bailiff of the sbirrs (policemen) who was absent in search of Casanova and Balbi.*

2. November

along the left bank of the Piave:

5 hours *Little church; joined in the mass.*

7 hours *Spending the night in the house near the Piave of Consul Rombenchi.*

3. November

over Piave (near Caorera?) with ferry; direction Feltre:

5 hours N 348 *Lunch in a monastery of the Capuchins.*

2 hours " *In the house of the bill-broker; got 6 sequins.*

2 hours " *Spending the night in a farmhouse.*

4. November: to Borgo Valsugana

near: (FELTRE) *bought boots and overcoat.*

A 5611 hired donkey. 20 km.

near: (FELTRE)

4 50 bis (Artén)

8 " (Arsié)
5 " (Fastro)



The frontier-fortress La Scala, today also known as Forte della Tagliata, near Primolano. - Map of about 1750 (cutting). Collection Count Giorgio Ricci Luppis, Pasiano di Pordenone. Photos: PG.

1 " (LA SCALA) [*frontier-fortress* (photos)]
Succesfull end of the escape!

2 " **Primolano** [**Bishopric Trento / Austria**]
V 5611 with a wagon and two horses. P 8306

Primolano

25 N 47 BORGIO VALSUGANA

Treviso - Borgo Valsugana via Bassano:

90 km

P 8306

N 13 TREVISO

20 N 53 Castelfranco Veneto

15 N 47 BASSANO del Grappa

30 " **Primolano** [Bishopric Trento / Austria]

V 5611 P 8306

Primolano

25 N 47 BORGIO VALSUGANA

From Borgo Valsugana to Mittenwald

250 km Vetturino; hired carriage; stage coach; his chaise "Innsbruck".

V 5611+ Balbi P 8306

BORGIO VALSUGANA

N 47 PERGINE

35 " TRENTO

N 12 S.Michele all'Adige

" Egna Neumarkt [Tyrol / Austria]

" Bronzolo Branzoll

60 " BOLZANO BOZEN

L 5611+ Balbi P 8306

BOLZANO

N 12 Deutschen (before Campodazzo)



" **Colma Kollmann** (photo: PG)

" Bressanone Brixen

" Mezzaselva Mittewald

" Vipiteno Sterzing

" Brenner - Pass (1374 mh) on the Posthouse: commemorative tablet for Goethe's journey to Italy in 1786. - Road built in 1772.

N 182 **Steinach** (y)

" Schönberg

120 " INNSBRUCK



Innsbruck - Mittenwald - Landsberg or München (Bruck or Eurasburg) - Augsburg

L 5611+ Balbi C15 8306

INNSBRUCK

N 171 (Zirl)

N 177 Seefeld

35 Mittenwald (T&T 1729)

From Mittenwald to Augsburg via Landsberg

140 km

C15 8306

Mittenwald (T&T 1729)

L + N 2 Garmisch-Partenkirchen (T&T 1767)

40 N 2 Murnau (T&T 1777)

" Weilheim (TT&T 1773)

L Diessen (T&T 1782)

55 &c Landsberg (T&T 1773)

Hurlach (T&T 1746)

20 Schwabmünchen (T&T 1636)

C6 6112^ C15 8306

Schwabmünchen (T&T 1636)

25 L AUGSBURG (T&T 1625)

From Mittenwald to Augsburg via München

195 km

Mittenwald - München:

L 5611+ Balbi

N 177 + N 2 Mittenwald (T&T 1729) [Electorate of Bavaria]



N 11 *Wallgau* (T&T 1707 ?) (photo: PG)



&c *Walchensee - Urfeld* (y) (T&T 1736) (photo: PG)



Kochel (y) (photo: PG)



Benediktbeuren (T&T 1713) on the posthouse: fresco showing Goethe and his (hired) calash (photo: PG).

Königsdorf (y)

Wolfratshausen (T&T 1753)

130 MÜNCHEN (T&T 1695)

München - Augsburg:

1. Via Bruck: Post road until 1760 and again since 1806.

70 km Hired carriage. In 7 hours.

L 5612

MÜNCHEN (T&T 1695)

N 2 **Bruck** (T&T 1687/1760)

" Merching (T&T year unknown)

70 " AUGSBURG (T&T 1625)

2. Via Eurasburg: Post road between 1760 and 1806.

65 km English Coupé; Coupé.

C6 6107+ Mme Renaud C6 6109^ C12 6702^

AUGSBURG

L Eurasburg (T&T 1761)

L Schwabhausen (T&T 1732)

65 L MÜNCHEN



THE CASANOVA TOUR by Pablo Günther



([Contents](#)) **Part XII**

POST ROADS - 7. [Augsburg-Paris](#) - 8. [Vienna-Paris](#) - ([Part XIII](#))

7. AUGSBURG - PARIS

Via Konstanz, Basel and Langres.
785 km.

1761: From the "Augsburgian Peacecongress" to Paris.



From Augsburg to Basel

315 km English Coupé "Pisa".

C6 6112 C15 8306^

AUGSBURG (T&T 1625)

25 L Schwabmünchen (T&T 1636)

C6 6112

Schwabmünchen (T&T 1636)

N 18 Mindelheim (T&T 1636)

" Memmingen (T&T 1671 [1490 !])

L Bad Wurzach (T&T 1689)

L Wolfegg (T&T 1744)

L Ravensburg (T&T 1685)

N 33 Stadel (T&T 1765)

" Markdorf (T&T 1777)

" Meersburg (T&T 1684)

145 Bodensee KONSTANZ (T&T)

N 33 Radolfzell (T&T)

" Singen (T&T 1689)

50 N 33 + N 15 SCHAFFHAUSEN (T&T 1743) [Switzerland]

C6 6112

SCHAFFHAUSEN

N 13 Neunkirch

N 34 Waldshut (T&T)

" Laufenburg (T&T)

" Rheinfelden (T&T)

95 " BASEL (T&T 1738; Kantonalpost)



From Basel to Paris

470 km English Coupé "Pisa".

C6 6112 K 6207+ Mme d'Urfé + Corticelli

BASEL

D 419 les 3 Maisons [Kingdom of France]

" Altkirch

" Chavannes

60 " Belfort

C6 6112

Belfort

N 19 Frahier-et-Chatebier

&c Ronchamp

Lure

Calmoutier

60 Vesoul

Port-s-Saone

Combeaufontaine

Cintrey

Fayl-Billot

70 Langres

Vesaignes-s-Marne

Chaument

Juzennecourt

Colombey-les-deux-Eglises

Bar-s-Aube

Vendeuvre

Montiéramey

125 Troyes

Fontaine-les-Grès

les Granges

la Poste Pont-s-Seine

Nogent

Provins

Maison Rouge

Naugis
Mormant
Guignes
Brie-Comte-Robert
Gros Bois
Charenton
155 N 19 PARIS

8. VIENNA - PARIS

1. Via Linz, München, Stuttgart, Strasbourg, Nancy and Chalons-sur-Marne.

1,270 km.

2. **Paris - Vienna**, via Chalons-s-Marne, Metz, Frankfurt, Nuremberg and Linz.

1,365 km.

I have done the route from Vienna to Paris more than forty times ...

*Prince Charles Joseph de Ligne (1735-1814),
a good friend of Casanova.*



1. **Vienna - Paris** via Stuttgart, Strasbourg and Nancy:

From Wien to Linz

175 km Coupé "Warsaw"; *in 5 days (spending the nights in hotels)*. Travelling coach "Paris 4".

C12 6702 C16 8312^+ Francesco Casanova

WIEN



N 1 **PURKERSDORF** Photo: PG

&c Sieghartskirchen

Perschling (*before Kapellen*)

60 St.Pölten



Melk Photo: PG

Kemmelbach

65 Amstetten

Strengberg

Enns
50 LINZ

From Linz to München

235 km Coupé "Warsaw".

C12 6702

LINZ

N 1 Wels

45 " Lambach

L" Unter-Haag

N 309 Ried (T&T 1720) [Electorate of Bavaria]

N 141 Altheim (T&T 1738)



In 1716 the present "Hotel Post" in Braunau on Inn became a post-stage and a guesthouse.

70 N 148 **Braunau** (T&T 1726) *Hotel Post, Stadtplatz 10 (photo: PG)*

Inn-bridge, L Marktl (T&T 1714)

N 12 Altötting (T&T 1767)

" Ampfing (T&T 1725)

" Haag (T&T 1721)



*" **Hohenlinden** (T&T 1771) *Gasthof zur Post (post-inn; photo: PG)**

N12 + L Parsdorf (T&T 1771)

120 MÜNCHEN (T&T 1695)



From München to Augsburg via Bruck:

Post road until 1760 and again since 1806.

70 km Hired carriage. In 7 hours.

L 5612

MÜNCHEN (T&T 1695)

N 2 **Bruck** (T&T 1687/1760)

" Merching (T&T year unknown)

70 " AUGSBURG (T&T 1625)

Augsburg - München via Eurasburg:

Post road between 1760 and 1806.

65 km English Coupé; Coupé.

C6 6107+ Mme Renaud C6 6109^ C12 6702^

AUGSBURG

L Eurasburg (T&T 1761)

L Schwabhausen (T&T 1732)

65 L MÜNCHEN

From Augsburg to Stuttgart

170 km Hired carriage; English Coupé; Coupé; travelling chaise.

L 5612 C6 6107^+ Renaud C12 6706 C15 8307

AUGSBURG

N 10 Zusmarshausen (T&T 1684)

" Günzburg (T&T 1652)

75 " ULM (T&T 1650)

L Westerstetten (T&T 1624, 1750)

N 10 Amstetten Bahnhof / Neuhaus

" Geislingen (T&T 1645)

" Göppingen (T&T 1698)

" Plochingen (T&T 1711)

" Esslingen (T&T 1744)

L CANNSTATT (T&T 1618, 1763)

95 N 14 STUTTGART (T&T 1708)

From Stuttgart to Strasbourg

140 km Hired carriage; Chaise de Poste; English Coupé.

L 5612 C4 6003^ C6 6107^+ Renaud C15 8307

STUTTGART

N 10 Enzweihingen (T&T 1625)

30 " (Illingen)

L 5612 C6 6107^+ Renaud (from Rastatt on)

(Illingen)

N 10 Pforzheim (T&T 1693)

L (via Dietlingen and Reichenbach to:)

Ettlingen (T&T 1686, 1739)

60 N 3 RASTATT (T&T 1637, 1768)

N 36 *Stollhofen* (y) (T&T 1714)

" *Rheinbischofsheim* (y) (T&T 1727)

" Kehl (T&T 1698, 1752)

50 N 28 STRASBOURG [Kingdom of France]

From Strasbourg to Nancy

145 km Berlin of Mme Rivière; English Coupé.

K 5701+ Mme Rivière + her 3 children C6 6107^

STRASBOURG

D 41 Stutzheim / Stisseim

? ? / Wiltheim

D 41 Saverne

N 4 Phalsbourg

" la Poste de Hommarting

N 4 Sarrebourg

&c Héming

Blamont

Herbéviller

Bénaménil

115 D 400 LUNÉVILLE

K 5701+ Mme Rivière C6 6107^ K 6206^+ Mme d'Urfé

LUNÉVILLE

D 400 Dombasle

30 " NANCY



From Nancy to Chalons-sur-Marne

170 km Berlin; English Coupé.

K 5701+ Mme Rivière C6 6107^ C6 6204+ Corticelli

NANCY

D 400 Poste de Velaine

" Toul

" Lay-St. Rémy

N 4 Void

" St. Aubin

" Ligny

85 N 135 Bar-le-Duc

N 35 Saudrupt

" St. Dizier

N 4 Perthes
" Farémont, Thiéblemont -
" Vitry-le-Francois
D 260 St. Amand
D 60 la Chaussée-s-Marne
N 44 Pogny
" Chepy
85 " CHALONS-S-MARNE

From Chalons-sur-Marne to PARIS^: after this excursion:

Excursion: from Paris to Versailles:

20 km "Pot de Chambre" (Fiacre, Taxi).

L 5701 L 5701^ (and more)

PARIS

N 187 + D 181 Bellevue (*in Meudon*)

20 N 10 VERSAILLES

2. Paris - Vienna via Metz, Frankfurt and Nürnberg:

From Paris to Chalons-sur-Marne

215 km Stage wagon; berlin; English Coupé; coupé; travelling coach.

P 5210+ Francesco C. K 5701^+ Mme Rivière C6 6107 C6 6201

C12 6709^+ Charlotte C16 8311+ Francesco Casanova

PARIS

N 3 Bondy

&c Le Vert Galant

Claye-Souilly

45 Meaux

P 5210+ Francesco K 5701^+ Mme Rivière C6 6107 C6 6201

C6 6204^+ Corticelli C12 6709^+ Charlotte C16 8311+ Francesco

N 3 Meaux

&c St. Jean

la Ferté

Montreuil

? Viverel

N 3 Chateau-Thierry

&c Paroy

Dormans

120 Port-à-Binson

N 3 la Cave

" Epernay

D 3 Plivot

&c Jalons

Matougues

50 CHALONS-S-MARNE

From Chalons-sur-Marne to Metz

150 km Stage wagon; English Coupé; coupé; berlin; travelling coach.

P 5210+ Francesco Casanova C6 6201+Corticelli C12 6709^+ Charlotte

C16 8311+ Francesco

CHALONS-S-MARNE

N 3 l'Epine
&c Tilloy-Bellay



Orbéval (stage of Valmy; photo: PG)

N 3 Ste. Menehould
&c les Islettes
Clermont
Dombasle
85 Verdun
D 903 Manheulles
&c Harville
Mars-la-Tour
Gravelotte
65 METZ



From Metz to Frankfurt

300 km Stage wagon; travelling coach.

P 5210+ Francesco Casanova C16 8311+ Francesco Casanova

METZ

N 3 Pont-à-Chaussy

&c Fouligny

St.Avoid

Forbach

Saarbrücken (T&T 1742)
N 40 Rohrbach (T&T 1773)
110 N 423 Zweibrücken (T&T 1742)
" Homburg (T&T 1742)
N 40 Hauptstuhl (T&T 1750)
" Kaiserslautern (T&T 1731)
N 37 Diemerstein (T&T 1742)
&c Frankenstein (T&T 1741)
Bad Dürkheim (T&T 1742)
90 Oggersheim (T&T 1739)

Oggersheim - Frankfurt via Heppenheim and Darmstadt:

95 km

C16 8311+ Francesco Casanova

N 37 + Oggersheim (T&T 1739)
10 *Rhine-ferry* MANNHEIM (T&T 1688)
N 38 (Käfertal)
" (Viernheim)
L (Hüttenfeld)

25 " Heppenheim (T&T 1676)

C15 8307 C16 8311+ Francesco Casanova

N 3 Heppenheim (T&T 1676)
30 " Darmstadt (T&T 1637)
30 " FRANKFURT (T&T 1600)

Link: Heidelberg - Heppenheim:

C15 8307

Heidelberg (T&T 1650)



N 3 *Weinheim* (T&T 1710) *Photo: PG.*

25 " Heppenheim (T&T 1676)

Oggersheim - Frankfurt via Mainz:

100 km

P 5210+ Fr. Casanova C4 6003^ C12 6707

Oggersheim (T&T 1739)

15 N 9 Worms (T&T 1683)

P 5210+ Fr. C. C12 6707

Worms (T&T 1683)

N 9 Oppenheim (T&T 1703)

50 N 9+L MAINZ (T&T 1684)

P 5211+ Fr. C. C15 8307^

MAINZ (T&T 1684)

N 40 Hattersheim (T&T 1705)

35 " FRANKFURT (T&T 1600)



From Frankfurt to Linz

525 km Travelling coach "Paris 4".

P 5211+ Francesco Casanova C16 8312+ Francesco Casanova

FRANKFURT (T&T 1600)

20 N 40 Hanau (T&T 1651)

C16 8312+ Francesco C.

N 40 Hanau (T&T 1651)

N 8 Dettingen (T&T 1689)

25 &c Aschaffenburg (T&T 1636)

(Straß-) Bessenbach (T&T 1615)

Rohrbrunn (T&T 1688)

Esselbach (T&T 1688)

Roßbrunn (T&T 1765)

70 Würzburg (T&T 1628)

Kitzingen (T&T 1623)

Possenheim (T&T 1678)

Langenfeld (T&T 1623)



*At the beginning of December 1783, Giacomo and Francesco Casanova, travelling in their own coach, hired post-horses belonging to my ancestor **Johannes Eckart**, Thurn und Taxis postmaster of **Emskirchen**. Presumably they warmed themselves at the poststation and talked to him... The "Alte Post Golden Stag" in Emskirchen is regarded as Germany's best-preserved*

18th century posting inn (cf. historical pictures and more information about Johannes Eckart [here at part VIII](#)). - Photo: PG.

70 **Emskirchen** (T&T 1686) Today hotel "Alte Post / Golden Stag" (photo)

L (via Hagenbüchach and Veitsbronn to:)

L Burg - Farnbach (T&T 1623)

30 N 8 Nürnberg (T&T 1615)

&c Feucht (T&T 1725)

Postbauer (T&T 1751)

Neumarkt (T&T 1705)

Deining (T&T 1724)

Daßwang (T&T 1723)

Hohenschambach (T&T 1771)

100 **REGENSBURG** (T&T 1642) Stage from 1777 onwards in the "Zantheus", Gesandtenstr. 3.



Pfatter (T&T 1660) Photo: PG



Straubing (T&T 1650) Photo: PG

Plattling (T&T 1660)

Osterhofen (T&T 1778)

Vilshofen (T&T 1678)

120 N 8 Passau (T&T 1678)

N 129 Schärding (T&T 1724)

&c Sigharting [Austria]

Peuerbach

Eferding

90 N 129 LINZ

From Linz to Vienna^ (175 km): see the [beginning](#) of this route.



THE CASANOVA TOUR by Pablo Günther



([Contents](#)) **Part XIII**

POST ROADS - 9. [Paris-Amsterdam](#) - 10. [Amsterdam-Geneva](#) - 11. [Brussels-Geneva](#) - ([Part XIV](#))

9. PARIS - AMSTERDAM

Via Cambrai / Soissons, Mons, Bruxelles, Antwerpen and Rotterdam.
520 km.

*1758: Casanova on behalf of the French Government to the
European Money-Metropolis.*



From Paris to Mons (via Cambrai)

230 km Chaise de Poste

C3 5810 C3 5901^+ Aranda/Giuseppe Pompeati C4 5909 8309^

PARIS

N 2 le Bourget

N 17 Louvres

&c la Chapelle-en-Serval

Senlis

Pont-Ste.-Maxence

Bois-de-Lihus

Gourney-s-Aronde

Cuvilly

Conchy-les-Pots, la Poste
Roye
Fonches
Marchélepot
130 Péronne
D 917 Fins
" Bonavis
35 N 44 Cambrai
N 30 Bouchain
" Valenciennes
" Quiévrain (T&T 1734) [Austrian Netherlands]
N 51 Quaregnon (T&T 1660)
65 " Mons / Bergen (T&T 1744)

From Pontcarré / Paris to Mons (via Soissons)

250 km English Coupé; berlin of Mme d'Urfé.

C6 6204^+ Corticelli K 6205+ Mme d'Urfé

(PONTCARRÉ)

D 35 Lagny
N 34 St. Germain
30 L Meaux

K 6205+ Mme d'Urfé

Meaux
20 N 330 le Plessis-Belleville
N 2 Nanteuil
&c Lévignen/Gondreville
Villers-Cotterets
40 Vertes-Feuilles
Soissons
Vauxrains/Chavignan
Laon
Marle
80 Vervins
la Capelle
35 Avesnes
D 951 Bachant
25 D 959 Maubeuge
20 N 2 Mons / Bergen (T&T 1744)



From Mons to Antwerpen

105 km Chaise de Poste; berlin.

C3 5810 C3 5901^+ Aranda C4 5909 K 6205+ d'Urfé 8309^

Mons (T&T 1744)

N 6 Casteau (T&T 1742)

" Braine (T&T 1678)

" Tubize (T&T 1648)

40 " Halle (T&T 1750)

C3 5810 C3 5901^+ Aranda C4 5909 K 6205+ d'Urfé C9 6403 8309^

Halle (T&T 1750)

15 N 6 BRUXELLES (T&T 1622, *driving post 1701*)

1. Bruxelles - Antwerpen directly (50 km):

C3 5810 C3 5901^+ Aranda K 8308+ Engl. Lady 8309^

BRUXELLES (T&T 1622/1701)

N 1 Mechelen (T&T 1648)

50 " ANTWERPEN (T&T 1620)

2. Bruxelles - Antwerpen via Gent (110 km):

C4 5909

BRUXELLES (T&T 1622/1701)

N 9 Asse / Asche

" Aalst / Alost

" Kwatrecht

55 " Gent (Gand) *

[* letter by Manon Balletti 1st Oct. 1759, Marr 8-128: "*votre lettre de Gand*"]

N 70 Lokeren

" St.-Niklaas

55 " ANTWERPEN (T&T 1620)

From Antwerpen to Rotterdam

110 km "Yacht", Chaise de Poste

Antwerpen - Rotterdam by ship:

R 5810

ANTWERPEN

110 *Schelde* ROTTERDAM [United Netherlands]

Rotterdam - Antwerpen:

C3 5901+ Aranda/G. Pompeati C4 5909^ K 8308^+ Engl. Lady 8309

ROTTERDAM

Dordrecht

30 *Maas-ferry* MOERDIJK (T&T 1750)

L (Willemstad) // Breda

40 A 29 + N 259 Bergen op Zoom (T&T 1750) // N 263 Wuustwezel

" Putte (T&T 1750) // N1 [Austrian Netherlands]

40 N 11 ANTWERPEN (T&T 1620)

From Rotterdam to Amsterdam

75 km Chaise de Poste

C3 5810 C3 5901^ C4 5909 K 8308+ Engl. Lady 8309^

ROTTERDAM

L Delft

" DEN HAAG / 'S-GRAVENHAGE

" Leiden

N 208 Haarlem

75 AMSTERDAM

Excursion: Sailing-sledge on the frozen river; back with a horse-sledge:

5812, 5812^+ M. Pels 8309+ Engl. Lady 8309^

AMSTERDAM

10 ZAANDAM

10. AMSTERDAM - GENEVA

Via Köln, Koblenz, Bad Kreuznach / Mainz, Mannheim, Stuttgart,
Zürich, Solothurn / Bern and Lausanne.
1,200 km.

1760: Along the Rhine and Escape from Stuttgart.



From Amsterdam to Köln

250 km Chaise de poste

C4 6002

AMSTERDAM

L Naarden (*via Hilversum to:*)

L UTRECHT

N 225 (ZEIST)

" Amerongen

" Wageningen

L NIJMEGEN

N 53+9 KLEVE

N 57 Kalkar

170 " Xanten (T&T 1685)

C4 6002

[Here, not far from WESEL, crossing with C9 6403.]

N 57 Rheinberg (T&T 1666)

" Moers (T&T 1670)

" Urdingen (T&T 1773)

N 222 Neuss (T&T 1660)

N 9 Dormagen (T&T 1752)

(Robbery by 5 deserters)

80 " KÖLN (T&T 1604)



From Köln to Mannheim via Mainz

255 km Boat; coupé; chaise de poste; post wagon.

Mainz - Köln by boat:

180 km

R 6707 Coupé "Warsaw" on board R 8307+ Count Durazzo

MAINZ

180 *Rhine* KÖLN

Mannheim - Mainz:

75 km

C4 6003^ C12 6707 C16 8311^+ Francesco Casanova

MANNHEIM (T&T 1688)

10 N 37, *Rhine-ferry* Oggersheim (T&T 1739)

P 5210+ Fr. C. C4 6003^ C12 6707

Oggersheim (T&T 1739)

15 N 9 Worms (T&T 1683)

P 5210+ Fr. C. C12 6707

Worms (T&T 1683)

N 9 Oppenheim (T&T 1703)

50 N 9+L MAINZ (T&T 1684)

From Köln to Mannheim via Bad Kreuznach

240 km Chaise de poste; post wagon; coupé.

C4 6003

KÖLN + (BRÜHL)

N 9 BONN (T&T 1679)

" Remagen (T&T 1763)

" Andernach (T&T 1723)

" KOBLENZ (T&T 1685)

N 327 Ehr (T&T 1764)

L Simmern (T&T 1744)

L Dörrebach (T&T 1751-1777, then Stromberg)

L Bad Kreuznach (T&T 1624)

L (Wöllstein) (T&T 1606-1735)
L Alzey (T&T 1703)
215 N 271 + N 47 Worms (T&T 1683)
P 5210^ C4 6003 C12 6707^
Worms
15 N 9 Oggersheim (T&T 1739)
C4 6003 C12 6707^ C16 8311+ Francesco Casanova
N 37 Oggersheim (T&T 1739)
10 *Rhine-ferry* MANNHEIM (T&T 1688)

Excursion:

C12 6707 C12 6707^
MANNHEIM
15 N 36 SCHWETZINGEN (T&T 1723)



From Mannheim to Wiesloch

35 km Chaise de poste; coupé; travelling chaise.

C4 6003 C12 6707^

MANNHEIM

N 37 + L Neckarhausen (T&T 1682)

20 L + N 37 **Heidelberg** (T&T 1650) *Post: Hauptstraße 131*

C4 6003 C12 6707^ C15 8307^

Heidelberg (T&T 1650)

15 N 3 Wiesloch (T&T 1742)

From Wiesloch to Stuttgart (via Bruchsal)

80 km Chaise de Poste; hired carriage; coupé; travelling chaise.

C4 6003 C15 8307^

Wiesloch

L Bruchsal (T&T 1636)

N 35 Bretten (T&T 1744)

" Knittlingen (T&T 1629)

55 " (Illingen)

L 5612^ C4 6003 C6 6107 C15 8307^

(Illingen)

N 10 Enzweihingen (T&T 1625)

25 " STUTTGART (T&T 1708)

From Stuttgart to Wiesloch (via Heilbronn or Kleingartach)

90 km Hired carriage; coupé.

L 6003 L 6003^ C12 6707

STUTTGART

15 N 27 LUDWIGSBURG

C12 6707

LUDWIGSBURG

N 27 Besigheim (T&T 1745)

" Kirchheim (T&T 1747)

30 " Heilbronn (T&T 1647), *or directly*

L *via*: Leingarten / Kleingartach (T&T 1734) *to*:

L + N 39 Fürfeld (T&T 1737)

N 39 (Steinsfurt: *Museum "Friedrich II."*)

30 " Sinsheim (T&T 1701)

15 N 45 + L Wiesloch (T&T 1742)

From Stuttgart to Schaffhausen

170 km Escape-carriage (to Donaueschingen): hired chaise of the T&T - post station in Cannstatt.

L 6004

STUTTGART



The former posthouse of Waldenbuch. - Photo: Community of Waldenbuch.

N 27 **WALDENBUCH** (y) (T&T 1722)

40 " TÜBINGEN (T&T 1716)

" Hechingen (T&T 1732)

45 " Balingen (T&T 1705)

" (Schömberg*; *Vorder-Österreich*)

L (Frittlingen*)

25 L Aldingen (T&T 1705) (Württemberg)

L (Tuningen*: *frontier of the Principality Fürstenberg*)

25 L **DONAUESCHINGEN** (T&T 1775) *Poststr.2*

/ (FÜRSTENBERG**, *wrote Casanova*)

[* *In 1781, places passed by Friedrich Nicolai in his own carriage to Donaueschingen, residence of the Princes of Fürstenberg.*

** *The village Fürstenberg: south-east of Donaueschingen; no stage.]*

P 6004

DONAUESCHINGEN (T&T 1775)
N 27 Blumberg (T&T 1773)
35 L SCHAFFHAUSEN [Switzerland] (also T&T 1743)

In all Directions through Western Switzerland.



[All post and extra-post stations according to the post-map by Hohmann, Nürnberg, 1786.]

From Schaffhausen to Lausanne (in different directions)

540 km Carrier; on foot; private carriage; Open carriage.

V 6004

SCHAFFHAUSEN

N 27 Eglisau

45 N 4 ZÜRICH

F 6004

ZÜRICH

40 KLOSTER EINSIEDELN

K 6004 C5 6005^+ Polish lady from Baden?

KLOSTER EINSIEDELN

N 8 + N 3 Wädenswil

N 3 Horgen

40 " ZÜRICH

C5 6005 C5 6005^+ Polish lady from Baden?

ZÜRICH

20 N 3 BADEN *carriage-repair*

C5 6005

KLOSTER EINSIEDELN

N 8 Sattel

50 N 2 LUZERN (*via Zofingen, or via:*)

35 N 10 Willisau

35 N 23 Burgdorf (*to:*)

25 L + N 1 BERN

C5 6005

BERN
30 N 12 FRIBOURG
15 L MURTEN
C5 6005+ Mme Dubois (from Solothurn)

MURTEN
N 1 + N 22 Aarberg
50 N 22 SOLOTHURN
35 N 12 BERN

C5 6006+ Mme Dubois

BERN
30 N 1 MURTEN
C5 6006+ Mme Dubois

MURTEN
N 1 (AVENCHES)
" Payerne
" Moudon
70 " LAUSANNE

Excursion: To Albrecht von Haller

35 km Open carriage

C5 6006 C5 6006^

LAUSANNE
N 9 Vevey
35 " (ROCHE)

From Lausanne to Genève

60 km Open carriage; coach "Aachen"; English Coupé.

C5 6006 C8 6208^ C8 6208

LAUSANNE
N 1 Morges
" Rolle
35 " Nyon
C5 6006 C7 6207+ Corticelli C8 6208^ C8 6208
Nyon
25 N 1 GENEVE

11. BRUSSELS - GENEVA

Via Liège (with Spa, Aachen, Köln), Luxembourg, Metz, Lunéville, Colmar, Soultzbach-les-Bains, Basel, Besancon and the Givrine Pass.
915 km.

With Marquise d'Urfé across the Ardennes.



From Bruxelles to Liège

100 km Berlin; Solitaire.

K 6205+ Mme d'Urfé C9 6403 K 8308^+ Engl. Lady

BRUXELLES (T&T 1622)

N 2 Kortenberg (T&T)

" Leuven (T&T 1680)

N 3 Tienen (T&T 1672)

" St.Truiden (T&T 1673)

" Orege (T&T 1773)

100 " LIEGE (T&T 1633)

Excursion: Köln - Liège via Aachen and Spa.

From Köln to Aachen:

70 km Coupé "Warsaw"

C12 6707 8307

KÖLN (T&T 1604)

N 55 Bergheim (T&T 1680)

" Jülich (T&T 1692)

70 N 1 + N 264 AACHEN (T&T)

From Aachen to Liège:

45 km or 80 km Coupé "Warsaw"; berlin.

1. Aachen - Liège directly:

45 km

K 6205^+ Mme d'Urfé K 6206+ Mimi C12 6707 8307

AACHEN (T&T 1619)

25 N 3 Battice (T&T 1698)

K 6205^+ Mme d'Urfé K 6206+ Mimi

Battice (T&T 1698)

20 N 3 LIEGE (T&T)

2. Aachen - Liège via Spa:

80 km

Aachen - Battice (25 km): see above.

C12 6707 8307

Battice (T&T 1698)

L Verviers (T&T 1703)

25 N 657 + N 62 SPA (T&T 1648)

C12 6708+ Charlotte K 8308+ English Lady

SPA (T&T 1648)

30 N 62 LIEGE (T&T)



From Liège to Metz

240 km Berlin; coupé.

K 6206+ Mimi C12 6709+ Charlotte

LIEGE

N 63 Nandrin (T&T 1773)

N 641 Bonsin (T&T 1773)

60 N 63 Marche-en-Famenne (T&T 1732)

Ardennes 1:

Marche - Luxembourg via Bouillon:

180 km Berlin.

K 6206+ Mimi

Marche-en-Famenne

N 86 + N 899 Tellin (T&T 1773)

N 899 Paliseul [Kingdom of France]

60 N 89 BOUILLON

" Sedan

D 964 Mouzon

" Stenay

D 947 Montmédy

D 118 Vezin

D 29 + N 18 Longwy

N 5 (Schouweiler: former T+T relais, 1701)

120 " LUXEMBOURG

Ardennes 2:

Marche - Luxembourg directly:

120 km Coupé "Warsaw"

C12 6709+ Charlotte

Marche-en-Famenne (T&T 1732)

20 L Grinchamps (T&T 1677)

15 L Flamizoulle (T&T 1647)

L (Grandrue, *former relais*)

25 L Malmaison (T&T 1742), = Fauvilliers (T&T)

L (Martelange)

20 N 4 Attert - Post (T&T 1760)

20 " Steinfort (T&T 1687)

20 " LUXEMBOURG

K 6206+ Mimi C12 6709+ Charlotte

LUXEMBOURG

N 3 Frisange

N 53 Roussy

" Thionville

D 953 Hagondange

60 " METZ



From Metz to Lunéville

85 km Coupé; Berlin.

C6 6203+ Corticelli K 6206+ Mme d'Urfé

METZ

N 57 Corny-s-Moselle

" Pont-à-Mousson

" Belleville

55 " NANCY

K 5701^+ Mme Rivière C6 6107 K 6206+ Mme d'Urfé

NANCY

D 400 Dombasle

30 LUNÉVILLE

From Lunéville to Basel:

185 km Berlin.

K 6206+ Mimi

LUNÉVILLE

N 59 Azerailles

" Raon-l'Etape

50 " St.Dié

" Gemaingoutte

" Ste.Marie

" Lièpvre

45 " Sélestat

N 83 Ostheim

20 " COLMAR

Excursion:

K 6206+ Mme d'Urfé C7 6206^ C7 6206 K 6207^+ Mme d'Urfé

COLMAR

15 D 417 (SOULTZBACH-LES-BAINS)



Soultzbach-les-Bains was not destroyed in the wars, so we can still go through the village almost like Casanova and his companions did. - Engraving by Mathaeus Merian, in 1654. Archive of the community Soultzbach-les-Bains. Photo: PG.

Up until today, the inhabitants of Sulzbach (former name) have never forgotten Casanova's sojourn of four weeks. There is a tablet with his name, and on the occasion of a parade in 1990, the historical card game was re-enacted on a wagon.

K 6207+ Mme d'Urfé, and from Aachen the Corticelli in carriage C7.

COLMAR

N 415 Neuf-Brisach
D 468 Fessenheim
&c Ottmarsheim
Kembs
St.Louis-la-Chaussée
70 BASEL



From Basel to Genève

305 km Berlin; coach "Aachen"; English Coupé.

C6 6112 K 6207+ Mme d'Urfé

BASEL

D 419 les 3 Maisons

" Altkirch

" Chavannes

60 " Belfort

K 6207+ Mme d'Urfé

Belfort

N 83 Tavey

&c l'Isle-s-le-Doubs

Branne / Clerval

Baume-les-Dames

Roulans

90 BESANCON

From Besancon, Mme d'Urfé continued alone to Lyon.

C7 6207+ daughter and mother Corticelli

BESANCON

N 83 Busy

" Quingey

40 D 467 Salins-les-Bains

" Champagnole

30 N 5 Chatelneuf (?)

&c St.Laurent

25 Morez

les Rousses

(Col de la Givrine *1.228 mh*)

St.Cergue [Switzerland]

35 Nyon

C5 6006 C7 6207+ Corticelli C8 6208^ C8 6208

Nyon

25 N 1 GENEVE



THE CASANOVA TOUR by Pablo Günther



([Contents](#)) **Part XIV**

POST ROADS - 12. [Geneva-Florence](#) - 13. [London-Moscow](#) - ([Part XV](#))

12. GENEVA - FLORENCE

Via Chambéry / Lyon, Valence, Aix-en-Provence, Marseille, Antibes, Genova and Pisa (**with Firenze - Lucca**).

1,070 km.

With: Antibes - Turin and Genoa - Milan.

Along the Cote d'Azur to Italy.



GENÈVE - VALENCE (240 km):

1. From Genève to Valence via Chambéry and Grenoble

240 km Open carriage; by boat; English Coupé.

C1 4912^+ Henriette C5 6007 C5 6009^ C5 6009 C8 6211^ C8 6301

GENÈVE

D 18 le Chable

N 201 Cruseilles

" ANNECY

" St. Félix

" AIX-LES-BAINS / AIX-EN-SAVOIE

90 D 991 CHAMBÉRY

C5 6007 C5 6009^ C5 6009

CHAMBÉRY

D 20 + D 12 Chapareillan

D 590A Le Touvet

N 90 Crolles

50 " GRENOBLE (LA TRONCHE)

Valence - Grenoble:

C5 6009 C5 6009^ C8 6305+ Marcolina

VALENCE

10 N 7 Pont-de-l'Isère / (Pont-de-) Sillart

C5 6009 C5 6009^

Pont-de-l'Isère

D 153 Romans

N 92 les Fauries

" St. Marcellin

" Vinay

" Tullins

" Voreppe

90 N 75 GRENOBLE

Grenoble - Valence by boat:

105 km

R 6007 Open carriage "Zürich" on board

GRENOBLE

105 *Isère & Rhone* VALENCE

2. From Genève to Valence via Lyon

260 km English Coupé

C8 6208 [C1 5001, *Henriette alone (however, with Casanova's cello)...*]

GENÈVE

? Saconney / = D 984 B Laconnex* ?

D 984 B Pougny* // Collonges [Kingdom of France]

45 N 206 + N 84 CHATILLON

N 84 St. Germain-de-Joux

" Nantua

" St. Martin-du-Frère

" Cerdon

D 36 St. Jean-le-Vieux

65 " St. Denis-en-Bugey

N 84 Meximieux

" la Valbonne

" Montluel

" Mirebel

50 " LYON

[* The post stations between Genève and Chatillon: according to Nugent, 1756, IV,149. In 1786 the post-map by Hohmann shows the stations St.Genis und St.Jean on the D 984.]

Valence - Lyon:

C5 6009 C5 6009^ C8 6305+ Marcolina

VALENCE

10 N 7 Pont-de-l'Isère

C8 6305+ Marcolina

Pont-de-l'Isère
N 7 Tain
&c St. Vallier
35 St. Rambert
Le Péage-de-Roussillon
Auberives
30 Vienne
St. Symphorien-d'Ozon
St. Fons
25 LYON



VALENCE - MARSEILLE (225 km):

From Valence to Avignon

120 km By boat; Open carriage; English Coupé; post wagon; hired carriage.

By boat:

115 km

R 6007 Open carriage "Zürich" on board

VALENCE

115 *Rhone* AVIGNON

Avignon - Valence:

C5 6009 C5 6009^ C8 6305+ Marcolina

AVIGNON

D 177 Pujaut

D 177 + D 26 St. Laurent

D 121 Bagnols

N 86 Pont-St.Esprit

D 63 Lapalud

N 7 Pierrelatte

" Donzère

D 144A + N 7 Montélimar
? Laine
N 7 Loriol
" Paillasse
120 D 7 VALENCE

Excursion: to Petrarca's house.

C5 6008 C5 6008^

AVIGNON

25 N 100 (L'ISLE-S-LA-SORGUE)

5 D 25 (FONTAINE-DE-VAUCLUSE)



From Avignon to Aix-en-Provence

75 km

C5 6009 C8 6305^+ Marcolina

AVIGNON

N 7 ST.ANDIOL

30 " Orgon

C5 6009 C8 6305^+ Marcolina P 6902

Orgon

N 7 Pont Royal

" St.Cannat

45 " AIX-EN-PROVENCE

From Aix-en-Provence to Marseille

30 km

C5 6009 C8 6305^+ Marcolina L 6906

AIX-EN-PROVENCE

6 N 8 (Luynes)

C5 6009

(Luynes)

4 N 8 (LA CROIX D'OR) (near Bouc-Bel-Air)

C5 6009 C8 6305^+ Marcolina L 6906

(LA CROIX D'OR)



5 N 8 **le Pin** (near les Peyrets. Photo: H Watzlawick)
 " (ST. LOUIS)
 15 " MARSEILLE

Excursion between the Croix d'Or and Luynes: *In 1763, a league to the north of La Croix d'Or, and in front of Henriette's chateau Valabre, Casanova simulated a carriage break-down to make contact with her (cf [article](#)). Six years later, he again tried to meet her there.*

C8 6305+ Marcolina L 6906^

N 8 (LA CROIX D'OR)
 1.0 km D 60 (Bouc-Bel-Air) / (Albertas)
 3.5 km D 59 b + L (Chateau Valabre) *on the D 7*
 1.5 km D 7 (Luynes)



MARSEILLE - ANTIBES (165 km):

From Marseille to Aubagne

15 km
C5 6010+ Rosalie C8 6304^+ Marcolina + la Crosin P 6906

MARSEILLE
 15 N 8 AUBAGNE

From Aubagne to Antibes

150 km Open carriage; English Coupé; post wagon.

1. Via Toulon to Le Luc:

95 km
C5 6010+ Rosalie Marseille - Toulon in 5 hours

AUBAGNE
 N 8 Cuges
 " Le Beausset
 45 " TOULON
 N 97 Cuers

" Pignans

50 " LE LUC

2. Le Luc - Aubagne directly:

70 km

C8 6304+ Marcolina + la Crosin P 6906^

LE LUC

D 33 Cabasse

25 D 79 + N 7 BRIGNOLES

N 7 Tourves

N 560 Roquevaire

45 N 96 AUBAGNE

Le Luc - Antibes:

80 km

C5 6010+ Rosalie C8 6304^+ Marcolina + la Crosin P 6906

LE LUC

N 7 Vidauban

" le Muy

40 " FRÉJUS

N 7 + D 237 les Adrets-de-l'Estérel

N 7 la Napoule

40 N 98 ANTIBES



From ANTIBES to TURIN over the Col de Tende

240 km Post wagon; vetturino.

P 6906

ANTIBES

N 98 Bouches-du-Loup

20 " NICE [Kingdom of Sardinia]

Between Nice and Genova, along the coast, posting was not possible, but it was via Torino and Tortona:

V 6906

NICE

20 D 2204 l'Escarène

20 " Sospel

25 " Breil-s-Roya

20 N 204 Tende

10 " - COL DE TENDE - (1871 mh; road built in 1782)

N 20 Limone

" Borgo S.Dalmazzo

35 " Cúneo

" Centallo

35 " Savigliano

" Racconigi

25 " Carmagnola

" Carignano

" la Lóggio

30 " TORINO



ANTIBES - FIRENZE (440 km):

From Antibes to Genova

190 km Felucca

S 6010+ Rosalie

ANTIBES

20 VILLEFRANCHE

Excursion: to Nice because of a storm:

5 km Hired carriage

L 6010, L 6010^+ Rosalie

VILLEFRANCHE

5 NICE

S 6010+ Rosalie

VILLEFRANCHE

170 GENOVA

Genova - Antibes:

200 km. Felucca. English Coupé "Genève 2" on board.

S 6304+ Marcolina + la Crosin

GENOVA

120 SAN REMO

30 MENTONE

50 ANTIBES



From GENOVA to MILAN

150 km English Coupé; post wagon.

Pavia - Milano:

C8 6302 C8 6303^+ la Crosin

PAVIA

N 35 (CERTOSA DI PAVIA)

" Binasco

35 " MILANO

Pavia - Genova:

C8 6303+ la Crosin

PAVIA

N 35 + L Pancarana [Kingdom of Sardinia]

30 L Voghera

C1 4912+ Henriette C2 5001^ P 5005 C6 6103 C8 6303+ la Crosin P 7003^

Voghera

15 N 10 TORTONA

C8 6303+ la Crosin

TORTONA

N 211 + L Béttole di Castellar (di Tortona)

L NOVI

N 35bis Serravalle [Republic of Genova]

L (Gavi) Voltággio

- Passo della Bocchetta (772 mh) -

L Campomarone

70 N 35 GENOVA



From Genova to Lerici

100 km Felucca

S 6011

GENOVA

100 (LERICI) [Republic of Genova]

From Lerici to Firenze

150 km Hired carriage; English Coupé.

L 6011 (+ Leduc & Costa)

(LERICI)

10 N 331 Sarzana

N 1 Avenza

&c Massa [Duchy of Modena]

Pietrasanta

Viareggio [Duchy of Lucca]

Migliarino (?) / Torretta

60 PISA [Duchy of Toscana]

Excursion:

L 6011 L 6011^ (+ Leduc & Costa) P 7004 P 7004^

PISA

20 N 1 LIVORNO

Excursion:

L 7004 L 7004^

PISA

5 N 12 (S. GIULIANO TERME)

C6 6011 P 7004^ P 7004

PISA

N 67 Fornacette

" Castello del Bosco

40 " S. Miniato (Basso)

C6 6011 P 7004^

S. Miniato

N 67 Lastra

40 " FIRENZE

Link: direction of Siena:

P 7004

S. Miniato

N 429 Castelfiorentino

40 " Poggibonsi

Excursion: From Firenze to Lucca.

75 km Hired carriage; Coupé "Salerno".

L 6011 L 6011^ C14 7108, C14 7108^+ Francesco Morosini

FIRENZE

N 66 Poggio a Caiano

35 " PISTOIA

C14 7108, C14 7108^+ Fr. Morosini

PISTOIA

N 435 Borgo a Buggiano

40 " LUCCA

13. LONDON - MOSCOW

Via Calais, Bruxelles, Wesel, Minden, Hannover, Braunschweig, Berlin,
Danzig, Königsberg, Riga and St. Peterburg.
3,805 km.

Casanova and Boswell - at the same Time to Berlin.



From London to Calais

170 km Hired carriage; stage wagon; English Coupé (of Pauline); by packet-boat.
Hired carriage (Post-Chaise) Dover - London: 18 hours.

L 6306^+ Aranda K 6308+ Pauline P 6308^ P 6403+ Daturi

LONDON

A2 Deptford

? (Welling)

? (Crayford)

A2 Dartford

? Northfleet

? Chaulk Street

A2 ROCHESTER

? Raynham

A2 Newington Street

" SITTINGBOURNE

A2 Faversham

B2061 Boughton Street // Bocton Street

? (Justice)

A2 CANTERBURY

" Bishopsbourne

B2061 Lydden

? (Rivertown)

B2061 Buckland

120 " DOVER

S 6306^+ Aranda S 6308+ Pauline S 6308^ S 6403+ Daturi

DOVER

50 Channel CALAIS [Kingdom of France]

From Calais to Bruxelles

230 km

C9 6403+ Daturi

CALAIS

25 N 1 GRAVELINES
C3 5708 C9 6403+ Daturi

GRAVELINES

20 N 1 DUNKERQUE
C3 5709 C9 6403+ Daturi

DUNKERQUE

10 D 916 Bergues
C9 6403+ Daturi

Bergues

D 916A Roesbrugge (T&T 1750)

N 308 (Poperinge) (T&T until 1744)

35 N 38 IPER (T&T 1748)

N 8 Menen (T&T 1715)

" Kortrijk

60 N 50 TOURNAI (T&T 1741)

N 7 Leuze (T&T 1796)

" Ath (T&T 1701)

" Enghien (T&T 1741)

65 " Halle (T&T 1750)

C3 5810 C3 5901^+ Aranda C4 5909 K 6205+ Mme d'Urfé C9 6403+ Daturi

Halle

15 N 6 BRUXELLES (T&T 1622)

From Bruxelles to Liège

100 km

K 6205+ Mme d'Urfé (to Besancon) C9 6403+ Daturi K 8308^+ Engl. Lady

BRUXELLES (T&T 1622)

N 2 Kortenberg (T&T)

" Leuven (T&T 1680)

N 3 Tienen (T&T 1672)

" St.Truiden (T&T 1673)

" Oreye (T&T 1773)

100 " LIEGE (T&T 1633)

From Liège to Wesel

155 km

C9 6403+ Daturi

LIEGE (T&T 1633)

N 671 Maastricht (T&T 1672)

L Rekem (T&T 1680)

N 78 Maaseik (T&T 1719)

N 273 Horn (T&T 1729)

80 N 68 ROERMOND (T&T 1640)

N 271 Tegelen (T&T 1701)

45 N 58 Geldern (T&T 1759)

30 " *Rhine* WESEL [Kingdom Prussia] *on the grand post route Kleve - Berlin - Memel, which Casanova took to the end, and Boswell to Berlin, as follows:*



From Wesel to Braunschweig

360 km Coupé "Wesel"

Boswell and Casanova in comparison:

JAMES BOSWELL: **GIACOMO CASANOVA:**

K 6406 + 3 persons C 10 6405 + Redegonda*

"coach and four" Coupé and four

[* Redegonda's mother departs with the stage wagon shortly after and overtakes her daughter in Hannover.]

[PN : passing the night in an inn. Capital letters: places mentioned by Boswell or Casanova. = same place.]

- WESEL WESEL
- N 58 Alt-Schermbeck / Bürbaum=
- 40 " HALTERN (*1st PN*)=
- N 58 + L Olfen=
- L + N 236 Lünen= (*night: driven through*)
- L Hamm=
- 70 L (VELLINGHAUSEN) (*2nd PN*)=
- L Hultrop=
- 25 L Lippstadt LIPPSTADT (*in the morning a meal*)
- 15 L RIETBERG (*3rd PN*)=
- L Neuenkirchen=
- L Bielefeld=
- 40 N 61 HERFORD (*4th PN*)=
- " Eidinghausen=
- 30 " MINDEN (*lunch*) MINDEN (*1st PN*)
- N 65 + 83 Luhden=
- N 83 Oldendorf=
- 40 L UNSEN (*5th PN*)=
- N 217 Springe=
- 40 " HANNOVER (*lunch*) HANNOVER (*2nd PN*)
- N 65 Sehnde=
- " Peine ...
- 60 N 65 + N 1 BRAUNSCHWEIG (*6th PN*) BRAUNSCHWEIG (*3rd PN*)

Excursion:

10 km Coupé

C10 6406 C10 6406^

 BRAUNSCHWEIG

10 N 4 WOLFENBÜTTEL



*In Wolfenbüttel a tablet recalls Casanova's sojourn. The text is:
"This guesthouse is called since 1709 "CROWN OF SPAIN" on the occasion of the wedding of the Princess Elisabeth Christine, mother of the Empress Maria Theresia, with King Charles of Spain, later Emperor Charles VI. In 1764 lodged here for studies in the library GIACOMO CASANOVA." - Photo: PG.*

From Braunschweig to Berlin

230 km Coupé

C10 6407

BRAUNSCHWEIG

N 1 Königslutter

40 " Helmstedt

" Erxleben (?) / Ackersleben

45 " MAGDEBURG

B 246 + L Hohenzietz

L Ziesar

75 L Brandenburg

N 1 Groß-Kreutz / Hohenkreuz

40 " POTSDAM

C10 6407 P 6408^ P 6408

POTSDAM

N 1 Zehlendorf

30 " BERLIN



From Berlin to Königsberg

700 km Post wagon

P 6409+ Lambert (as Casanova's servant)

BERLIN

N 2 Bernau

&c Eberswalde

Angermünde

90 Schwedt

Chojna / Königsberg in der Neumark

L Banie / Bahn

&c Pyrzyce / Pyritz

Stargard

Maszewo / Massow

Nowogard / Naugardt

N 6 Ploty / Platho

" Pniewo / Pinnow

" Slowenkowo / Neugasthof

" Karlino / Cörlin

" Koszalin / Cöslin

" Slawno / Schlawe

" Slupsk / Stolpe (*via Neu-Damerow to*)

N 6 + L 211 Lupawa / Lupow (*in Damerkow left to*)

L 211+212 Oskowo / Wutzkow (*postroad destroyed because of airfield until Niepoczolowice / Wahlendorf; via Linia and Lebno to*)

Donimierz / Dennemörse (*via Schönwalde and Kölln to the stage in*)

Gdansk-Chelm / Stolzenberg (*directly in front of the old city of*)

410 L + N 218 GDANSK / DANZIG

N 1 Tczew / Dirschau

N 22 Malbork / Marienburg

N 50 Elblag / Elbing

L Frombork / Frauenburg

L Braniewo / Braunsberg

L Mamonovo / Heiligenbeil
L (? before Primorsko:) / Hoppenbrück
L Usakovo / Brandenburg
200 N 194 KÖNIGSBERG



From Königsberg to Mitau

470 km Hired carriage; "Schlafwagen" (sleeping car) "Riga"

L 6409+ Lambert C11 6509^+ Valville

KÖNIGSBERG

L Zarecje / Kaymen

A 190 Polessk / Labiau

L Saranskoje / Laukischken

L Zalesie / Alexen

? ? / Schillupischken

110 A 216 Tilsit

southern river Memel ? / Alt-Schanzenkrug

Jasnoje / Kuckerneese

-ferry- (Rusne)

Silute / Werden

" Kukoriai / Kukoreiten

" Priekule / Prökuls

100 " KLAIPEDA / MEMEL

A 223 Palanga / Polangen [Kingdom of Poland]

" Rucava / Rutzau

L Barta / Ober-Bartau

L Tadaiki / Tadaiken

? ? / Groß Drogen

A 218 Skrunda / Schründen

" Saldus / Frauenberg

" ? / Bachhof

L Dobele / Doblen
260 L JELGAVA / MITAU [Courland]

Excursion: Round trip of two weeks through Semgallen, eastern province of Courland, in a coach and six of the Duke, by changing horses every 2-3 hours. Visiting mines and other enterprises. (On the map above: to eliminate the sign from Mitau directed to the west).

K 6410

JELGAVA / MITAU
c.400 JELGAVA / MITAU

From Mitau to Riga

50 km Private carriage; Schlafwagen "Riga".

K 6410+ Lambert C11 6509^+ Valville

JELGAVA / MITAU
A 216 Olaine / Olai
50 " RIGA [Empire of Russia]

From Riga to St. Peterburg

590 km Schlafwagen "Riga".

C11 6412+ Lambert C11 6509^+ Mme. Valville

RIGA [Empire of Russia]
L ? / Neuermühlen
L ? / Hilchensfahr
L ? / Engelhardshof
70 L STRAUPE / KLEIN-ROOP
L Lenci / Lenzenhof
L Valmiera / Wolmar
A 201 Strenci / Stackeln
? ? / Gulber
A 201 Valga / Walk
" Sangaste ? / Teilitz
" Puka ? / Kuckatz
" (s.s.e. of Elva:) ? / Uddern
170 " Tartu / Dorpat
" ? / Iggafer
L Torma
A 201 Tammispää / Nennal
" (before Kauksi:) ? / Ranna-Pungern
" ? / Klein Pungern
" ? / Purro
? ? / Fockenhof
? ? / Waiwara
170 M 11 NARVA / NARWA
30 " Kingisepp / Jamburg
20 L Zapolje / Opolje

C11 6412

Zapolje
M 1 Cirkovicy
" Kaskovo
" Kipen

" KRASNOJE SELO / Krama Jels

130 " ST. PETERBURG

St.Peterburg - Zapolje: Return via Kaporja; no post road*:

C11 6509+ Mme Valville. Casanova had already visited Peterhof and Oranienbaum before.

ST. PETERBURG

(PETRODVOREC / PETERHOF)

(LOMONOSOW / ORANIENBAUM)

(KOPRJE / KAPORJA)

130 Zapolje

[* Casanova tells us that he travelled there and back via Kaporja; on the other hand he reports having paid in Riga all stages until St.Peterburg (GmL,vol.X,p.108). So presumably he used the paid route to St. Peterburg and visited the famous fortress Kaporja on his way back.]

Excursions:

C11 6506 C11 6506^

ST. PETERBURG

25 (ZARSKOJE SELO)

R 6506 R 6506^

ST. PETERBURG

30 bay of Kronstadt (KRONSTADT)



From St. Peterburg to Moskva*

750 km Schlafwagen, drawn by 6 horses of a carrier. *Cheaper than the post, but slower: 6 days and 7 nights.*

C11 6505, C11 6505^+ Zaira

ST. PETERBURG

M 10 Sofia

&c Tosna

Ljubani

Tschudowo

Spaskaja Polest

Podberesje

NOWGOROD

Bronnizy

Saizowo

Krestzy
Jashelbizy
Waldai
Jedrowo
Chotilow
Wyschni Wolotschok
Wydropusk
Torshok
Mednoje
Twer
Gorodnja
Sawidowo
Klin
Peschki
Tschornaja Grjas
M 10 MOSKVA

[The 25 post stations according to Radistschew in 1790, and to a post guide of 1822.
Casanova speaks of "72 russian posts" on this route. That means: travellers had to pay almost three
"posts" per post-stage, because the distance between two post stations was very long: 30 kilometres.]*



**THE
CASANOV
A TOUR
by Pablo
Günther**



([Contents](#)) **Part XV**

POST ROADS - 14. [Königsberg-Dresden](#) - 15. [Paris-Madrid](#) - 16. [Madrid - Aix-en-Provence](#) -
17. [Vienna-Berlin](#) . ([Part XVI](#): Currencies).

14. KÖNIGSBERG - DRESDEN

Via Warsaw and Breslau.

940 km.

With: WARSAW - LEMBERG - KRYSTINOPOL.

460 km.

In the Presented Coupé from Warsaw.



From Königsberg to Warszawa

340 km Post wagon

P 6510

KÖNIGSBERG [Prussia]

N 195 Gvardejskoje / Mülhausen

" Bagrationowsk / Preußisch Eylau

N 599 Batoszyce / Bartenstein

L Sepopol / Schippenbeil

100 L Ketrzyn / Rastenburg

L Mragowo / Sensburg

L Piecki / Peitschendorf

70 L Szczytno / Ortelsburg

N 599 Wielbark / Willenberg

" Chorzele [Kingdom Poland]

" Przasnysz

90 " Makow

L Pultusk

N 61 Serock

80 " WARSZAWA / WARSCHAU



From Warszawa to Lemberg and Krystinopol

460 km Hired carriage

L 6603+ Campioni L 6604^+ Campioni (to Pulawy)

WARSZAWA

N 731 Konstancin Jezierno

" Gora Kalwaria

? Gruszczyn

L Ryczywol

L Kozienice

? Granica

130 L PULAWY

N 44 Markuszow

N 17 Lublin

" Piaski

" Krasnystaw

130 " ZAMOSC

? ? / Krmitze

N 17 Czerkasy ? / Laszowka

" Rava-Russkaja

? ? / Sczenercue

L Ivano-Francovo

130 N 267 L'VOV / LEMBERG

70 CERVONOGRAD / KRYSTINOPOL



From Warszawa to Breslau and Dresden

600 km Coupé "Warsaw" (*gift of Count Moscynski*)

C12 6607+ Campioni (to Wartenberg) + Maton (from Breslau)

WARSZAWA / WARSCHAU

N 8 ? / Jank

&c Nadarzyn

? / Bulowka

Mszczonow

? / Chrzonowice

Rawa

Lubochnia

Wolborz

140 Piotrkow

Mzurki

? ? / Rosniatowitz

? ? / Lenki

L Widawa

? ? / Wielkic

? ? / Naromicz

120 N 8 Wieruszow

? ? / Ziempen

SYCOW / WARTENBERG [Prussia]

N 8 Olesnica / Oelfse

90 " WROCLAW / BRESLAU

N 94 Sroda / Neumarkt

" Legnica / Liegnitz

L Chojnow / Haimau

N 4 Boleslawiec / Alt Bunzlau

" ? (*before Jeleniow:*) / Waldau [Saxony]

150 " Görlitz
? Rothen Kretschmar
Bautzen
N 6 Harte
100 " DRESDEN

15. PARIS - MADRID

Via Orléans, Bordeaux and Pamplona to Madrid and Toledo.
1,260 km.

Two able Carriers in Spain.



From Paris to St.Jean-de-Luz

755 km Chaise de poste

C13 6711

PARIS

N 20 (BOURG-LA-REINE)

&c Croix de Berny

Longjumeau

Linaz

Arpajon

? Bonne

N 20 Etréchy

50 &c Etampes

Mondésir

Monnerville

Angerville

Boisseaux la Poste

Toury

Chateau Gaillard
Artenay
Chevilly
Cercottes
65 ORLÉANS
N 152 Fourneaux
&c Meung
Beaugency
Mer

Ménars
55 Blois
Chouzy
Veuves
le Ht.Chantier

35 AMBOISE

and (CHANTELOUP) palace of the Duke of Choiseul, in 1767,

General-Intendant of the Post.

les Bordes
la Frillière
25 Tours
N 10 Montbazon
&c Sorigny
Ste.Catherine
Ste.Maure
? Beauvais
N 10 les Ormes
&c Ingrandes
Chatellerault
les Barres de Naintré
la Tricherie
Jaunay-Clan
Grand-Pont

100 POITIERS

Crotelle
Ruffigny
20 VIVONNE
les Minières
Couhé
Chaunay
les Maisons Blanches
Ruffec

55 les Nègres

N 10 Mansle

&c Tourriers

Churet

35 ANGOULEME



la Couronne
Roulet
Pétignac
35 Barbezieux
Reignac
la Grolle
20 Chevancaux
Montlieu
Chierzac
Pirrebrune
Cavignac
le-Bois-de Lion
Cubzac-les-Ponts
Carbon-Blanc
60 BORDEAUX
Gradignan
Bellevue
le Puch
30 le Barp
l'Hospitalet
Belin
le Muret
Liposthey
Labouheyre
Cap-de-Pin (?) / Belloc
Laharie
80 Lesperon
Castets
Magescq
N 10+L Monts
N 10 St. Vincent
? les Cantons / la Cabanne

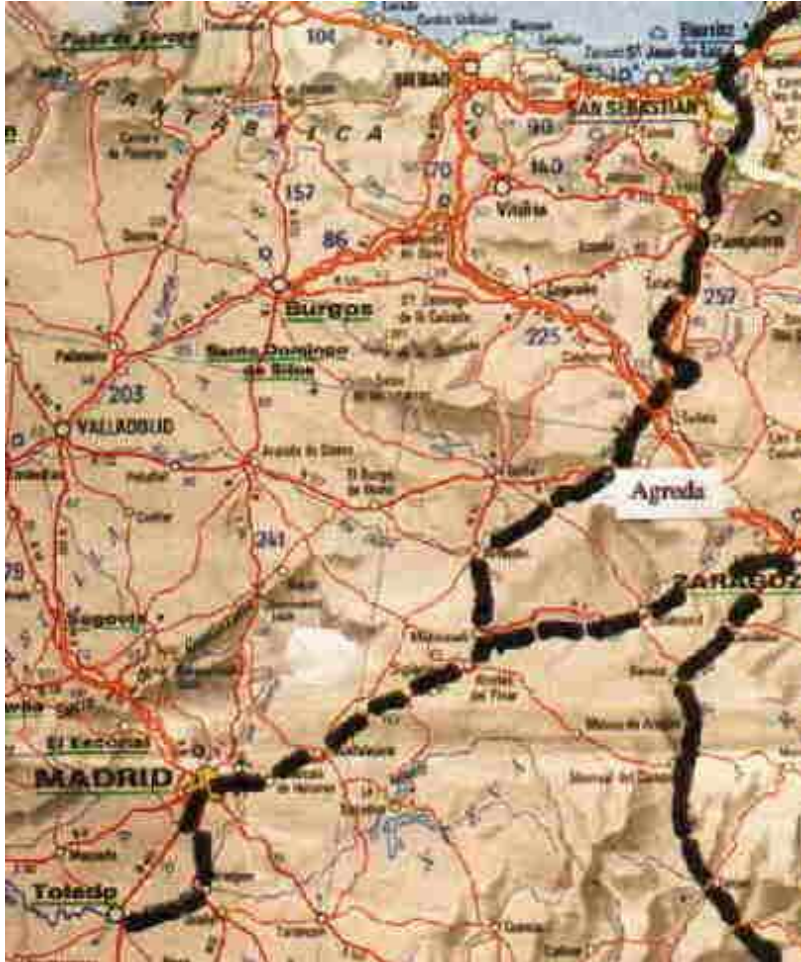
N 10 Ondres

" Bayonne

" Bidart

90 " ST.JEAN-DE-LUZ [*ST.JEAN D'ANGELY, Casanova wrote by mistake**]

[* *The presumption in the notes to the memoirs that Casanova travelled via St.Jean-Pied-de-Port is improbable: this village is situated 62 kilometres off the post road!*]



Casanova took of two post roads to Madrid the shortest via Pamplona; the other went via Burgos.

From St.Jean-de-Luz to Pamplona

105 km By 3 mules.

M 6711

ST.JEAN-DE-LUZ

D 918 (St.Pée)

25 D 3+4 + D305 Ainhoa

15 N 121 Maya [kingdom Spain]

20 N121 + NA254 Berroeta

N 121 (Puerto de Velate, 847 *mh*)

20 N 121 + L Lanz

10 N 121 Ostiz

15 " PAMPLONA

From Pamplona to Madrid

400 km With the carrier Andrea Capello, and his six mules drawing the wagon, continuing along the post road.

V 6712

PAMPLONA

? Otriz

N 121 Tafalla

C 115 Marcilla

NA 660 Valtierra

N 113 Cintruénigo

130 " AGREDA

C 101 stage of Hinojosa (*village off the road*)

" stage of Zamajón (*village off the road*)

80 " Almazán

N 111 Adradas

40 " Lodares

V 6712 P 6809^

Lodares

SO 133 Bujarrabal

N 11 Torremocha

" Almadrones

" Gajanejos

" Torija

100 " GUADALAJARA

? la Venta de Meco

25 N 11 ALCALA DE HENARES

" Torrejón de Ardoz

25 " MADRID

From Madrid to Aranjuez and Toledo

100 km Hired and private carriage

L 6804 L 6805^

MADRID

N 401 Getafe

L+A 4 Valdemoro

50 A 4 ARANJUEZ

K 6805 K 6805^

ARANJUEZ

50 TOLEDO

16. MADRID - AIX-EN-PROVENCE.

Via Zaragoza, Valencia, Barcelona and Montpellier.

1,345 km.



From Madrid to Zaragoza

300 km Post wagon (?)

Madrid - Lodares: see [above](#).

P 6809

Lodares

N 11 Arcos de Jalón

&c Monreal de Ariza

Cetina

Bubierca

75 Calatayud

El Frasno

La Almunia

? Venta la ramera

N 11 La Muela

75 " ZARAGOZA

From Zaragoza to Valencia

325 km Carrier; carriage drawn by mules. Casanova and another passenger.

V 6809

ZARAGOZA

N 330 Maria de Huerva

" Longares

" Mainar

N 234 Baguena

120 &c Caminreal

Villafranca

Villarquemado

60 Teruel

N 234 La Puebla de Valverde

&c Sarrión

Barracas

Segorbe

120 SAGUNTO / MURVIEDRO

V 6809 P 6810^

SAGUNTO

25 N 340 VALENCIA

From Valencia to Barcelona

360 km Post wagon

V 6809^ P 6810

VALENCIA

25 N 340 SAGUNTO

P 6810

SAGUNTO

N 340 Castelló de la Plana

" Torreblanca

" Vinarós

N 238 Ulldecona

160 T 331 Tortosa

N 340 El Perelló

? Colk de Balaguer

N 340 Cambrils

90 " TARRAGONA

" Torredembarra

" El Vendrell

" Vilafranca

OC 243a Sant Sadurni

C 243b Martorell

N 11 Sant Feliu

110 " BARCELONA



Barcelona with the citadel. Map of 1807 (cutting). In the tower (Z; today in that place is a small artificial lake) Casanova was arrested. In the building of the Governor (T; at present a school) he was examined and condemned. U: church. The big building X: former casern, today seat of the parliament of Catalonia. The arrow points out Casanova's hotel. - Archive of the city of Barcelona. Photo: PG.



Presumably the building of Casanova's hotel in Barcelona, the Fonda Santa Maria, near the Seamen's Cathedral of Santa Maria, in the Calle de los Ases. - Photo: PG.



From Barcelona to Montpellier

360 km With a carrier originating from Piedmont.

Casanova is pursued by three assassins up to the frontier.

V 6901

BARCELONA

Montcada

Granollers / La Rocca

C 251 Sant Celoni

60 " Hostalric

? Las Mallorquinas

N 11 Girona

50 " Bascara

[Because of the pursuers Casanova departed from the post road:

Figueres

La Jonquera

le Boulou [France] to:]

90 PERPIGNAN [Kingdom of France]

N 9 Salses

&c Fitou, les Cabanes de

Lapalme, les Cabanes de

Sigean

60 NARBONNE

N 9 Nissan

25 " BÉZIERS

N 113 la Begude-de-Jordy

25 " PÉZENAS

D 161 Abbaye de Valmagne

" Mèze // Loupian

N 113 Gigean

" Fabregues

50 " MONTPELLIER

From Montpellier to Aix-en-Provence

150 km Post wagon

P 6902

MONTPELLIER

? Colombières

N 113 Lunel

" Uchaud

50 " NIMES

D 999 Curebousot

ship-bridge over the Rhone

25 " Tarascon

D 99 St. Rémy

30 " Orgon

C5 6009 C8 6305^+ Marcolina P 6902

Orgon

N 7 Pont Royal

" St. Cannat

45 " AIX-EN-PROVENCE

Excursion: to the Marquis d'Argens's palace.

L 6902 L 6902^ (and more)

AIX-EN-PROVENCE

10 D 17 (EGUILLES)

17. VIENNA - BERLIN

Via Stannern / Brünn, Prag, Aussig / Töplitz (with **Dux**), Dresden and Luckau.
645 km.

With: Berlin - Dresden via Dessau / Wittenberg and Leipzig, Prag - Carlsbad,
and Dresden - Sagan.

*Dux - a little town in northern Bohemia,
between two great capitals, Dresden and Prag,
both only one or two days away.*



Excursions:

K 5304, K 5304^+ Baron Weiß + 2 ladies

WIEN

5 (SCHÖNBRUNN)

K 5304, K 5304^+ Baron Weiß + 2 ladies

WIEN

N 9 Fischamend Markt

" Bad Deutschaltenburg

60 " BRATISLAVA/PRESBURG

From Wien to Prag

310 km Post wagon; coupé.

Wien - Stannern directly:

150 km

P 5304^ C12 6612^+ Castel-Bajac P 8312 K 9606^ K 9606

WIEN

N 3 Langenzersdorf / Enzersdorf

" Stockerau

L Mallebern

" Hollabrunn

70 N 2 Jetzelsdorf

N 2 + N 38 Znojmo / Znaim [Bohemia]

N 38 Vranovska Ves ? / Freynersdorf

50 " Budejovice / Budwiz



The former post road, and present main road, N 38 from Prag to Vienna between Zeletava and Budejovice. - Photo: PG.

" Zeletava / Schelletau

30 " Stonarov / Stannern

Wien - Stannern via Brünn:

215 km

P 8401/02^ P 8507

WIEN

N 7 Wolkersdorf

&c Gaweinstal / Gaunersdorf ["robbers' village"]

Poysdorf

75 Mikulov / Nikolsburg [Bohemia]

N 52 Pohorelice / Pohrlitz

55 " BRNO / BRÜNN

N 23 Rosice / Rossitz

" Namiest

" Trebic / Trebitsch

85 L Stonarov / Stannern



Stannern - Prag:

160 km

P 5304^ C12 6612^+ Castel-Bajac P 8312 P 8401^ P 8507 K 9606^ K 9606

Stonarov / Stannern

N 38 Jihlava / Iglau

40 &c Havlickuv Brod / Deutsch Brod

Kamen ? / Steinsdorf
Golcuv / Jenikau
CASLAV / CZASLAU

60 Kolin

N 12 Planany / Planian
&c Cesky Brod / Böhm Brod
Bechovice / Biechowitz

60 PRAHA / PRAG (to Vienna: T&T - stage coach since 1750.)

Excursion: Prag - Carlsbad - Töplitz / Dux:

250 km Hired and own carriages (extra-post roads).

L 8508

PRAG

N 6 Jenec / Jentsch
&c Kammene-Zehrovice / Zichrowitz
Kolesovice / Kolleschowitz

90 Libkovice / Liebkwowitz

L 8508 L 8509^ C17 8607 C17 8607^

Libkowitz / Liebkwowitz

N 6 Bochoy / Buchau

35 " KARLOVY VARY / CARLSBAD

L 8509 C17 8607^ C17 8607

Libkowitz / Liebkwowitz

L Podborany / Podersam

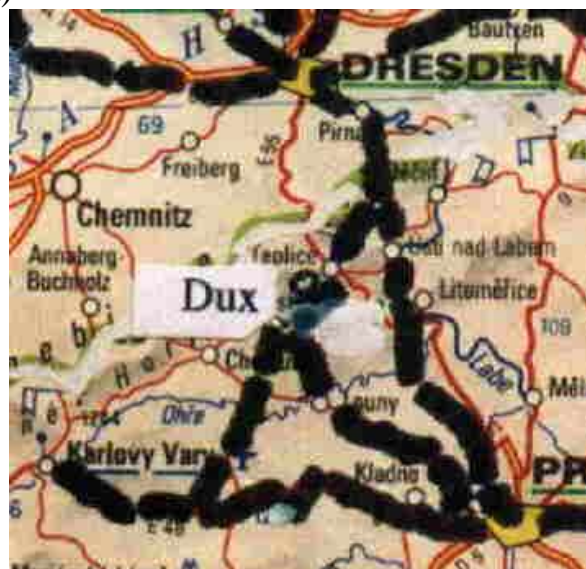
L + N 27 Zatec / Saatz

55 N 27 Most / Brix

" (Bilin)

25 " TEPLICE / TÖPLITZ

10 L (DUCHCOV / DUX)



From Prag to Dresden

140 km (old road) / 175 km (new road). "Landkutscher" (country-carrier);
post wagon; coupé; hired carriage; own carriage.

P 5304^ C12 6612^+ Castel-Bajac P 8312 P 8401^ C17 8610^ C17 8610
C17 8707^ C17 87?? C17 8809^ C17 8809 C17 8901^ C17 8901
C17 9109^ C17 9109 K 9606^ K 9606 K 9703^ K 9704

PRAHA / PRAG

15 N 7 Stredokluky / Sterzdokluk

Two post roads from Sterzdokluk to Peterswald:

Old post road (until about 1787):

Sterzdokluk - AUSSIG - Peterswald

85 km

P 5304^ C12 6612^+ Castel-Bajac P 8312 P 8401^ C17 8610^ C17 8610
C17 8707^ C17 87??

Stredokluky / Sterzdokluk

L Velvary / Welwarn

&c Budyne

50 Lovosice / Lobositz

(Excursion: see below.)

P 5304^ C12 6612^+ Castel-Bajac P 8312 P 8401^

Lovosice / Lobositz

N 247 Usti / Aussig

35 L PETROVICE / PETERSWALD

Excursion: Extra-post-road from Töplitz to Lobositz (direction of Prag) and from Töplitz to Peterswald (direction of Dresden) until about 1787:

C17 8610^ C17 8610 C17 8707^ C17 87??

Lovosice / Lobositz

25 N 8 TEPLICE / TÖPLITZ with (DUX) + 10 km

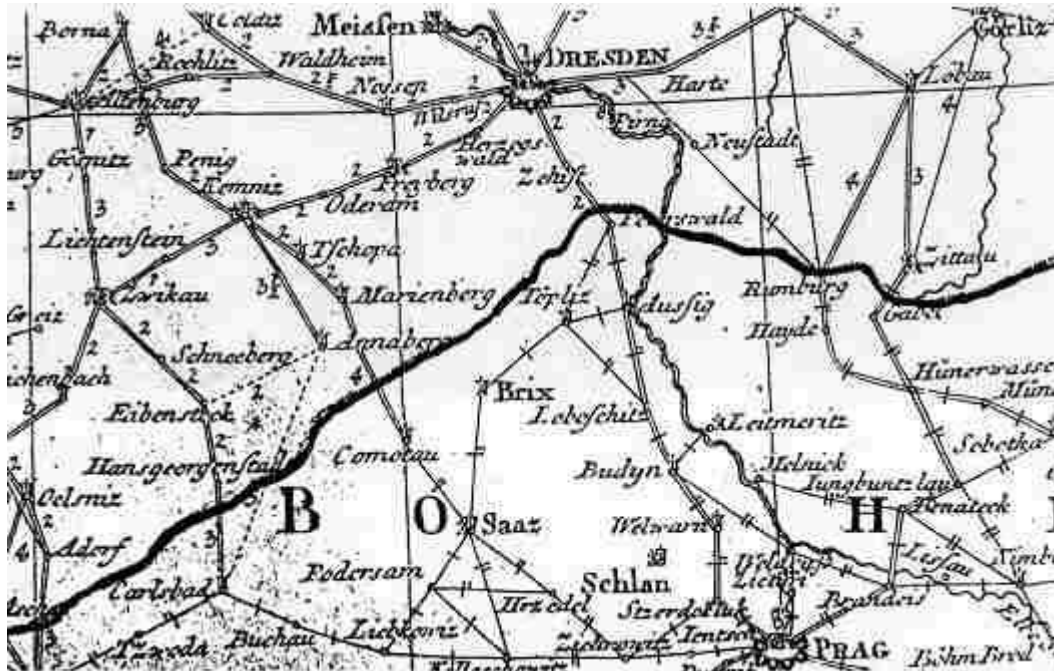
C17 8612 C17 8612^ C17 8809 C17 8810^ C17 9005 C17 9008^

C17 9105 C17 9105^ K 9509, 9512^+ Mélémpige II K 9609 K 9609^

K 9704 K 9704^ (from 1788 onwards, part of the new post road)

TEPLICE / TÖPLITZ with (DUX) + 10 km

25 L PETROVICE / PETERSWALD



The stage coach road (double line) between Dresden and Prag ("old post road"), and the "extra-ordinary post" roads (single lines) from Prag to Carlsbad, Saatz and Töplitz. - Post map by Hohmann, Nuremberg 1786. Photo: PG.

New post road (from 1788 onwards):

Sterzdokluk - TÖPLITZ - Peterswald

120 km

C17 8809^ C17 8809 C17 8901^ C17 8901 C17 9109^ C17 9109

K 9606^ K 9606 K 9703^ K 9704

Stredokluky / Sterzdokluk

15 N 7 Slany / Schlan

25 L LOUNY / LAUN

25 " Most / Brix (or Laun - Bilin directly)

15 N 27 Bilin

15 L TEPLICE / TÖPLITZ with (DUX) + 10 km

C17 8612 C17 8612^ C17 8809 C17 8810^ C17 9005 C17 9008^

C17 9105 C17 9105^ K 9509, 9512^+ Mélampige II K 9609 K 9609^

K 9704 K 9704^ (until about 1787 only extra-post-service)

TEPLICE / TÖPLITZ with (DUX) + 10 km

25 L PETROVICE / PETERSWALD

Peterswald - Dresden:

P 5304^ C12 6612^+ Castel-Bajac 8312 8401^ C17 8612 C17 8612^

C17 8809 C17 8810^ C17 9005 C17 9008^ C17 9105 C17 9105^

K 9509, 9512^+ Mélampige II K 9609 K 9609^ K 9704 K 9704^

PETROVICE / PETERSWALD [frontier to Saxony]



L Pirna - Zehista Old inn with hotel "Zur Post" (Photo: PG)

40 L+N 172 DRESDEN



From Dresden to Berlin

195 km stage coach, carriage of count Waldstein

P 8312 K 9512⁺ Mélampige II

DRESDEN

35 L Grossenhain

N 101 Elsterwerda [Prussia]

L (Hohenleipisch)

L (Doberlug-Kirchhain)

50 L Sonnewalde

20 N 96 Luckau

" Baruth

" (Wünsdorf)

L (Zossen)

55 N 246 Mittenwalde

35 L + N 96 BERLIN

From Berlin to Leipzig

160 km stage coach, carriage of count Waldstein

Berlin - Treuenbrietzen:

65 km

P 8401 K 9510⁺ Mélampige II

BERLIN

L Teltow

L Saarmund

45 L + N 2 Beelitz

20 N 2 Treuenbrietzen

Treuenbrietzen - Leipzig via Dessau:

115 km

P 8401

Treuenbrietzen

N 2 + L Bossdorf / Pastorf

L Coswig

N 187 (Rosslau)

55 N 184 DESSAU

" Bitterfeld [Saxony]

60 " LEIPZIG

Treuenbrietzen - Leipzig via Wittenberg:

95 km

K 9510⁺ Mélampige II

Treuenbrietzen

N 2 Kropstadt

30 &c Wittenberg

30 Bad Döben

35 LEIPZIG

From Leipzig to Dresden

100 km stage coach, coupé, own carriage (Dux), carriage of count Waldstein

Leipzig - Dresden via Meissen:

100km

P 5211+ Francesco C. C12 6610⁺ C12 6610 P 8401 C17 8809⁺ C17 8810

LEIPZIG

N 6 Wurzen

" Calbitz

" Seerhausen

" Meissen

100 " DRESDEN

Dresden - Leipzig via Colditz:

110 km

K 9509+ Mélampige II

DRESDEN

N 173 + L Wilsdruff

L Nossen

50 L Waldheim

L + N 176 Colditz

N 107 Grimma

60 L LEIPZIG

Excursion: From Dresden to Sagan (meeting the Duke of Courland).

160 km

C17 9006 C17 9006^

DRESDEN

25 N 97 Königsbruck

35 " Hoyerswerda

20 N 97 + N 156 Spremberg

25 N 156 (Bad) Muskau

15 L Triebel

" Zary / Sorau

40 " Zagan / Sagan [*Casanova wrote the name of the region: LAUSITZ*]



THE CASANOVA TOUR by Pablo Günther



([Contents](#)) **Part XVI:**

CURRENCIES - [Mr Nugent's Rates of Exchange](#) : [England](#) - [Netherlands](#) - [Germany](#) - [Italy](#) - [France](#) - [Casanova's rates of exchange](#) - [Summary](#) - [Literature](#) . - ["Casanova's Monetary Conditions"](#) . ([Part XVII](#): Appendix).

CURRENCIES.

* * *

Mr. Nugent's Rates of Exchange.

To give a better understanding of the many old currencies and to compare the different prices more easily, I have found it very helpful to change all cost items into a single currency. For this I have used a good traveller's guide containing the rates of exchange:



"**The Grand Tour**", Vols I - IV, by **Thomas Nugent** (1700? Ireland - 1772 London). This work went through three editions, in 1749, 1756 and 1778. As the last two editions appear identical, I have used the rates from the second one published in 1756, as it falls in the middle of the time of **Casanova's** extensive travels as described in his "History of my Life".



As **basic-comparators**, the following smaller units come into question:

Penny, Stiver, Kreuzer, Copeck, Baiocco (which I took in the DM-era), Soldo and Sol/Sou.

Now, in the age of the EURO, I take the **English Penny**. The Penny

2 - stiver pieces	2.18
1 stiver pieces	1.09

Base metal coin.

1 schilling (which passes for six stivers)	6.50
--	------

(...) the bank of *Holland* or *Amsterdam*, which is supposed to contain more treasure than all the banks of *Europe*. It was established in 1609, and is reckoned to have three thousand tuns of gold, each tun 100,000 guilders [6,546,000,000 d.].

0-----0-----0

Costs:

(**Nugent**, I, 205) A seat in the post wagon Rotterdam -

Antwerpen with 15 pound luggage free: 9 gild. 9 st. 206.00

ditto 1 km 1.90

each pound luggage more: 1 st. 1.10

[**Mead**, p. 199] (before 1750:) Best hotel room in Den Haag:

per day 5 - 6 English shillings: 60.00 - 72.00

Dinner in private lodge: 1 English shilling 12.00

(1773) very good dinner (7 courses): 15 pence 15.00

[**Mead**, p. 74] (1792:) 1 post horse per English mile

incl. postillon: 5 pence 5.00

ditto 1 km 3.13

0-----0-----0

Volume The Second. **GERMANY.**

(p. 60 ff.) The *German* coin in general is neither true sterling, nor due weight, being clipt, it is thought, more than any other coin in *Europe*. The pieces that ought to be round, are of all shapes.

Augsburg - Southern parts of Germany - Most of the hereditary provinces of the House of Austria - Vienna:

Accounts in florins, creitzers, and fennins.

1 florin [**Gulden**] (60 creitzer) worth **about 2s. 6d. sterling** 30.000

1 creitzer [**Kreutzer**] (8 fennins) 0.500

1 fennin [**Pfennig**] 0.062

The monies current are,

I. French lewidores, Spanish pistoles: 7.5 florins 225.00

II. Venetian sequins: 4.25 fl. 127.50

III. Imperial ducats and others: 4 fl. 120.00

IV. Bavarian ducats: 3.5 fl. 105.00

V. Venetian crowns: 2 fl. 18 cr. 69.00

VI. S[?] rixdollars: 2 fl. 60.00

VII. Imaginary rixdollars [**Reichstaler**] of exchange *: 1.5 fl. ... 45.00

VIII. Imaginary florins: 60 creitzers 30.00

IX. Seventeen creitzer pieces 8.50

[* In case of doubt, I propose this rate of a German rixdollar / Reichstaler.]

Berlin - Prussia - Leipsic - Saxony - Hanover:

(...) the moneys are expressed by crowns or rixdollars [**Reichsthaler**], grosses [**Groschen**], and fennins [**Pfennig**]. They have two sorts of rixdollars, the old and new;

the old rixdollar (24 grosses): worth about *3s. 6d.* 43.20

1 grosse (12 fennins) 1.80

1 fennin 0.15

the **new rixdollar** * (**30 grosses**), which is the dollar most generally current in Germany, worth about **4s. 6d. sterling** **54.00**

1 grosse [Groschen] (12 fennins) **1.80**

1 fennin [Pfennig] **0.15**

and is twenty-five per cent better than the old rixdollar.

[* Perhaps the Konventionstaler from 1753 onwards. It is often unclear what "dollar" is meant.]

The current monies are,

I. The old and the new rixdollars 43.20 / 54.00

II. Two third pieces of the old ones 28.00

III. One twelfth pieces 3.50

IV. One twenty-fourth pieces 1.75

V. One half gross piece 0.88

Bremen: Rixdollars, mark pieces, shillings, groots, swars.

Breslaw, Silesia: Rixdollars, Imperial or Bohemian grosses, creitzers, dryers, penningen.

At **Cologne**, the most remarkable money is the rixdollar, which they divide into seventy-eight albus's, each albus contains two creitzers, and each creitzer four hillers; or otherwise they divide their albus into twelve deniers.

Copenhagen; Hamburg: Rixdollars, crowns, marks, shillings, etc.

Dantzic; Konigsburg: Rixdollars, grosses, penningen or deniers; florins or gouldens, brummers; ducats, etc.

Frankfort - Nuremberg:

At **Frankfort** they keep their accounts either in florins, creitzers, and fennins, or in rixdollars, creitzers and fennins. (...).

Frankfort, being seated almost in the heart of *Germany*, and surrounded by a great many petty states, is pestered more than any other city of the empire with a variety of species, most of those different sorts of money being current in that city. However, their moneys are of three different sorts, viz. The good fine money in specie; the current money of *Frankfort*; and the common money of the empire.

The real moneys of *Frankfurt*, are,

I. The German ducat of gold: 180 creitzers common 90.00

II. The Philip of Spain: 100 cr. com. 50.00

III. The rixdollar: 90 cr. com. 45.00

IV. The **florin [Gulden]** : 60 cr. com., worth **2s. 6d.** **30.00**

V. The batz: 4 cr. com. 2.00

VI. The creitzer: 4 deniers, or 8 fennins 0.50

1 denier: 2 fennins 0.13

1 fennin 0.06

Petersburg - Russia:

1 ruble (10 greavinors) worth **4s. 6d.**, the same as

the rixdollar in Hamburg 54.00

1 greavinor (10 copecks) 5.40

1 copeck (4 poluskis or deniskars) 0.54

1 poluski or deniskar 0.13

Riga - Livonia:

Accounts in rixdollars, goulds, and grosses.

The current monies are,

I. The rixdollar, valued at 15 Riga marks, or three goulds Polish, or sixty vordings, or ninety grosses.

X. The Quadrin (3 Deniers)	0.12
1 denier	0.04

Bergamo:

1 Lire (20 soldi): <i>7d. 2/3 sterling</i>	7.67
1 Soldo (12 Deniers)	0.38
1 Denier	0.03

The current monies are,

I. the Spanish Pistole: 32 Lires current money	245.00
or 28 Lires of exchange	215.00
II. The Italian Pistole: 31 Lires 1/2 current money	242.00
or 27 Lires 1/2 of exchange	211.20
III. The Sequin: 16 Lires	123.00
IV. The Hongre: 15 Lires 1/2	119.00
V. The Crown of Genoa: 11 Lires 6 Soldi	86.80
VI. Ducatoon: 9 Lires 12 Soldi	73.70
VII. The Venetian Ducat: 8 Lires 10 Soldi	65.30
VIII. The Philip of Milan: 8 Lires 6 Soldi	63.70
IX. The Ducat or Crown of exchange: 7 Lires	53.80

The other small monies are the same as at *Venice*, which see in the article *Venice* [sic!].

Bologna:

1 Lire (20 Soldi)	12.00
1 Soldo or Bolognie (6 Quadrins):	0.60
The Bayock: valued at the same as the Soldo, and is the same thing	0.60
1 Quadrin	0.10

The current species are,

I. The Spanish Pistole: 15 Lires 1/2	186.00
II. The Italian Pistole: 15 Lires	180.00
III. The Sequin of Venice: 9 Lires	108.00
IV. The Hongre of gold: 8 Lires 10 Soldi	102.00
V. The Ducatoon of Milan: 5 Lires 2 Soldi	61.20
VI. The silver Crown of Genoa: 6 Lires 4 Soldi	74.40
VII. The Roman or Pope's Crown [Scudo]: 5 Lires	60.00
VIII. The Spanish Peso or Crown [Piaster]: 4 Lires 5 Soldi	51.00
IX. The Testoon: 1 Lire 10 Soldi	18.00
X. The Julio: 20 Quadrins or 3 Soldi 1/3	2.00

Florence - Tuscany - Leghorn - Lucca:

(...) they keep their monies (...) by Crowns or Ducats, Lires, Soldos, and Deniers, reckoning 12 Deniers a Soldo, and 20 Soldi a Lire, and 7 Lires to a Ducat or Crown.

The current monies are,

I. The Florence Pistole: 20 Lires or 30 Julios	180.00
II. The Ducat, Crown, or Pezzo: 7 Lires	63.00
III. The Spanish Pezzo: 5 Lires 15 Soldi	52.00
IV. The Crown of gold or exchange: 7 Lire 10 Soldi	67.50
V. <i>The Testoon: 2 lires or 3 Julios</i>	18.00
VI. The Julio of 8 grains at 40 Quadrins	5.40
VII. The Lira at 20 Soldi or 1 Julio 1/2	9.00
VIII. The Quilo at 13 Soldi, 14 Deniers, which is in the same proportion [sic] the part of a	

Lire, as a mark of 13 shillings and 4 pence is of a pound sterling.

IX. The Grace [grain] worth 1 Soldo 1/2 or 5 Quadrins 0.675

N.B. Twelve Graces make 20 Soldi. An imaginary Soldo is 4 Quadrins. A black Quadrin is 1 Double. The Graces and black Quadrins are of a base coarse metal, and are mostly given to shopkeepers in payment for goods bought of them.

1 Soldo 0.450

1 Quadrin 0.135

Genoa:

(Lires, Soldi, Deniers.) The current monies are,

I. The Venetian Pistole: 18 Lires 16 Soldi 187.00

II. The Crown Mark of gold, or 1/2 Venetian Pistole: 9 Lires 8 Soldi 94.00

III. The Croisade: 7 Lires 12 Soldi 76.00

IV. The Pezzo, or piece of 8/5 [?]: 5 Lires 50.00

V. *The Roman Testoon: 1 Lire 16 Soldi* 18.00

VI. The Lira or Lire: 20 Soldi 10.00

VII. The Soldo: 12 Deniers 0.50

Messina, Palermo:

Ounces, Tarins, Grains, Pichioli; Carlins, etc.

Milan:

(Lires, Soldi, Deniers.) The current monies are,

I. The Spanish Pistole: 19 to 21 Lires 140.00 / 154.00

II. The Italian Pistole: 22 1/2 to 23 Lires 167.00

III. The Ducatoon of Milan and Savoy: 8 Lires,
or 6 Lires 15 Soldi 59.00 / 49.60

IV. The Philip Spanish, or Ducat: 6 Lires 44.00

V. The Crown, or Scudi-Moneta: 5 Lires 17 Soldi 43.00

VI. *The Lira, or Lire: 20 Soldi* * 7.34

VII. The Soldo: 12 Denarii, or Deniers 0.37

[* Conversion according to [Casanova](#), GmL, vol. VIII, p. 174: 15 Lire = 1 (Venetian) Sequin.]

Naples:

(...) accounts in Ducats, Tarins, and Grains, reckoning 5 Tarins to a Ducat, and 20 Grains to a Tarin; but their common reckoning is by Carlins, as in Holland by Guilders, or in Great Britain by Pounds sterling. The current monies are,

I. The Spanish Pistole: worth 33 Carlins 148.50

II. The Italian Pistole: 30 Carlins 135.00

III. The Sequin: 18 Carlins 81.00

IV. The Gold Ducat: 12 Carlins 54.00

V. The Gold Crown: 13 Carlins 58.50

VI. The current Ducat: 10 Carlins 45.00

VII. The current Crown: 11 Carlins 49.50

VIII. The Spanish Pezzo: 9 Carlins 40.50

IX. The Tarin: 2 Carlins 9.00

X. *The Carlin: 10 Grains [worth 4 1/2 d.]** 4.50

XI. The Grain: 3 Quadrins 0.45

1 Quadrin 0.15

[* Conversion based on information by:

1.) **Samuel Sharp** (1765; p. 22): "The carline (**four pence halfpenny**) is worth ten grains. The grain (not quite a halfpenny) consists of twelve calli (cavalli [0.0375 d.]), and the least piece of coin is three of these calli [0.1125 d.], with which the poor can purchase a small bit of cheese, chesnuts, apples, and other

fruits, on which they seem to subsist, almost as much as on bread".

2.) **Johann Caspar Goethe** (1740; p. 154): "Here I have to explain the real value of the money: 26 1/2 Carlini make one [venetian] Sequin, and one Testone 4 Carlini (...). The whole cheating [14 Carlini] costed us about two German Florins". The three specifications are leading to these conversions: 1 Carline = **4.16 d., 4.5 d., and 4.28 d.**]

Turin - Savoy - Piedmont:

(...) they keep their accounts in Lires, Soldi, and Quadrins. (...) In buying and selling they agree by imaginary Florins of 12 Soldi, **worth 6 Sous of France [3 d.]**. - However, Nelkenbrecher (1769) gives a rate of **7.2** pence:

Their current monies are,

I. The Madonine or Pistole of Savoy: 13 Lires	65.00....156.0
II. The Ducatoon: 7 Florins or 84 Soldi	21.00.....50.4
III. The crown of Savoy: 3 Lires	15.00.....36.0
IV. The Lira: worth 20 Soldi	5.00.....12.0
V. The imaginary Florins: worth 12 Soldi	3.00.....7.2
VI. The Soldo: worth 4 Quadrins, Deniers, or Liards	0.25.....0.6
1 Quadrin, Denier, or Liard	0.06.....0,15

Venice:

At Venice, and in most parts of that republic's dominions, they keep their accounts in Lires, Soldi, and Pichioli, reckoning 12 Pichioli to 1 Soldo, and 20 Soldi to 1 Lira. But the bank reckons by Ducats and Grosses, reckoning 24 Grosses to the Ducat.

The current monies are,

I. The Pistole of Venice, Florence, Spain, and Louis d'ors: worth 29 Lires	187.000
II. Another sort of Pistole, valued sometimes at more than 30 Lires	193.000
III. The Pistole of Italy, Genoa, Turin, Milan, Parma, Mantua, Modena, and Geneva: 28 Lires	180.000
IV. The Sequin [zecchino] : 17 Lires	~ 110.000
V. The Ducat of gold or Hungarian Ducat: 16 Lires	103.000
VI. The Ducatoon: 8 Lires 1/2	55.000
VII. The silver Crown: 9 Lires 12 Soldi	62.000
VIII. <i>The silver Ducat: 6 Lires 4 Soldi</i> [worth 3s. 4d.*]	40.000
IX. The Crusade of Genoa, called Genoins: worth 11 Lires 10 Soldi, and sometimes 11 Lires 15 Soldi	74.500
X. The Philip of Milan: 8 Lires 10 Soldi	55.000
XI. The Testoon: 2 Lires 14 Soldi	17.400
XII. The Julio or 1/3 Testoon: 18 Soldi	5.800
XIII. The Lira : 20 Soldi	6.440
XIV. The Soldo: 12 Pichioli	0.322
XV. The Gross: 32 Pichioli	0.859
1 Pichioli	0.027

[* Conversion again according to Sharp (1765; p. 117 f.). **Casanova** (1772; GmL, vol. XII, p. 213 f.) mentions the same rate: 1 silver Ducat = 4 French Francs = 40 d.]

They have two sorts of money at Venice, one called current money, and the other bank money; the latter is better than the former according to a decree of the senate, by 20 per cent. which is the established Agio. The imaginary ducat of bank is worth 6 Lires 4 Soldi bank money, or 7 Lires 8 Soldi 4/5 current money. And the gross is worth 5 Soldi 1/6 bank money. The monies of Pichioli is what is commonly bargained for in buying of goods and merchandize, reckoning the money by Lires, Soldi etc. which they commonly reduce into

Ducats current of 6 Lires 4 Soldi, by multiplying by 20 to bring them into Soldi, and, by dividing the product by 124 Soldi, brings them into Ducats current.

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Wages, Salaries, Incomes:

[Casanova:]

(Venice, 1741) Monthly wage for soldiers of the Army: 300 Soldi 97.00

(Rome, 1744) "Cheap" visit to a prostitute: 1/4 Sequin 27.00

Casanova's (initial-) salary as secretary at the Embassy

(food and lodging free): 20 Scudi 1,200.00

(Venice, 1746) Wage per day for violinist in theatre orchestra

("good earnings"): 1 Scudo 60.00

Yearly income of the Chief of the Army Staff:

3,000 Scudi; per month: 250 Scudi 15,000.00

Casanova's monthly income from his Venetian friend Matteo G. Bragadin:

1) Venice, 1746: (food, lodging, servant, gondola free) 10 Sequins 1,100.00

2) Paris, 1750: 100 small Écus 3,000.00

(Rome, 1760) Incomes per year of the Abate Momolo (family 8 persons;

"perceptible poverty"): 200 Scudi; per month: 1,000.00

(Bologna, 1772) "Monthly, modest expenditure, sufficient for

2 private rooms, food, 1 servant": 10 Sequins 1,100.00

[Smollett, Rome 1764:]

Daily wage for coachman: 2 Paoli; per month: 360.00

Daily wage for hired servant: 3 Paoli; per month: 540.00

Costs:

(Nugent, III, 41 f.) Hire of a coach and a pair of horses

per month in Rome: 10 or 12 Pistoles; 11 Pistoles 1,980.00

ditto 1 day 66.00

[Nemeitz, (1726), p. 438 ff.]: 2 horses per stage

(Ecclesiastical State, Parma, Milan): 8.18 Paoli 49.10

1 horse per 1 km: 1.92

[Mead, p.180. About 1740.]: 2 horses per Venetian stage:

8 French Livres 80.0

1 horse per 1 km: 3.36

[Smollett (1764, in Rome): 1 pound veal: 2 Paoli 12.00

Exchange rate: 32 Paoli (192 d.) = 16 Engl. Shilling (192 d.).

(Tuscany:) Cambiatura: 2 horses, per stage: 10 Paoli; ./ 12 km =

per 1 km 5.00

1 posthorse per stage: 3 Paoli; 1 km 1.50

(Piedmont:) Cambiatura: 5.5 Livres; 1 km 4.60

[Casanova:]

(Corfu, 1741) 1 rifle: 10 Sequins 1,100.00

(Cesena, 1749) 1 theatre ticket: 1/2 Sequin 55.00

(Treviso, 1756) 1 breakfast: 30 Soldi 9.66

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Volume The Fourth.FRANCE.

(p. 16 f.) The current coins of France are as follows:

4 liards *worth 1/2 Penny English* 0.50

1. One - Liard - piece:	0.125
2. Two - Liards - piece: 1 farthing English	0.250
3. One - Sol or Sou - piece (4 liards):	0.500
(Two pieces of the same value; the one is of copper, and the other of mixt metal.)	
4. One - Sol 1/2 - pieces (various sorts): 3 farth.	0.750
5. Two - Sols - piece (mixt metal)	1.000
6. Six - Sols - piece (lowest silver coin): 3d.	3.000
7. Twelve - Sols - piece: 6d.	6.000
8. Twenty-four - Sols - piece: worth about 1 sh.	12.000
9. Three - Livres - piece [petit écu]: Half crown English	30.000
N.B. A livre is an imaginary coin, containing 20 sols, or ten-pence English . 1 Livre [/ Franc]	
10. Six - Livres - piece (largest French silver coin [grand écu]): like our crown , and of the same value	60.000
11. Half - Louis d'Or - gold piece (12 Livres): equal to about half a guinea*	120.000
12. One - Louis d'Or - gold piece (24 Livres): equal to about a guinea English money	240.000

[* Here valued like the Pound Sterling.]

You are to observe, that no coin of a former reign will pass in this king's time; for they call in all their coins upon the demise of their kings. Their accounts are kept in livres, sols, and deniers; twelve deniers make a sol.

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Wages, Salaries, Incomes:

[**Casanova**:]

(Paris, 1750) Wage per day for a servant: 30 Sous. Month:

Casanova's monthly income from his Venetian friend Matteo G. Bragadin:

100 Petits Écus

[**Smollett**, 1763:] Income per year of the Prince of Monaco:
1 million Livres, "something more than 40,000 Pd.St."

Costs:

(**Nugent**, IV,113 f.) 1 seat in the coche Paris - Versailles: 25 Sols

./. 20 km = per 1 km

(IV,166) 1 seat in the stage-coach Lyons - Paris ["Diligence de Lyon"]: 75 Livres

./. 460 km = per 1 km

[**Liste Générale des Postes de France**, 1781]:

1 horse per stage: 25 Sols; ./. 9 km = per 1 km

[**Smollett**, (1763), vol.I, p.287]: Purchase of a travelling

carriage in Calais or Paris: 30 or 40 Guineas; 35 g. =

[**Martyn**, (before 1770), p.63 f.]:

Hire of a town carriage per month in Paris: 12 Guineas

per day

Wage for the taylor (suit): 18 shillings

ditto, very good suit: 30 shillings

Silk-suit with 2 breeches (final price): 9 Guineas

Black velvet-suit with 2 breeches (final price): 16 Guineas

[**Casanova**, (1763), GmL,IX,167]: Dinner in the "Hotel du Parc",

Lyon: "only" 30 Sous	15.00
(GmL,IX,170) Basic fee for hired carriage Lyon - Paris: 144 Francs	1,440.00
./ 450 km = per 1 km	3.20
(GmL,V,281; Paris, 1759) 1 long trousers [new fashion]: 4 Louis d'Or	960.00
(GmL,IX,152) Lace-cuff with shirt: 50 Louis d'or	12,000.00
(GmL,V,282) Fiacre (Taxi) in Paris: 24 Sous	12.00
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Casanova's rates of exchange in the "History of my Life"

(Ed. Laffont, vol./chap./p.)

(3/III/499) "6 livres de Parme = 30 sous de France"; 1 Lira of Parma = 2,50 **English Pence** (d.).

(5/VII/132) "1000 livres sterling = 11000 guilder"; 1 Dutch Gulden/Florin = **21,82 d.**
(Nugent: 21,82 d.)

(6/I/229) "100 ducates = 500 guilder"; 1 Dutch Dukat = 109,10 d. (Nugent: 114,50 d.)

(6/X/427) "1 pistole de Piémont = 1,6 louis d'or"; = 384 d.

(7/XII/668) "1 pistole de Piémont = 2,5 sequins"; if venitian zecchin: = 275 d.

(8/VI/822) "1 pistole de Piémont = plus que [more than] 2,5 sequins"

(7/II/486) "1 doblon da ocho [Spain] = plus que 3 louis"; = more than 720 d. (Nelkenbrecher: 880,00 d.)

(8/VII/831) Milan: "1 quadruple [= doblon da ocho] = 7 [venitian] sequins"; = 770 d.

(7/IX/616) "1 sequin de Rome = 2 scudo de Rome"; 1 Roman zecchin = 120 d. (Nugent: 108 d.)

(8/VI/824) "1 livre de Milan = 1/15 [venitian?] sequin "; 1 Lira of Milan = **7,33 d.** (Nugent: 7,34 d.)

(9/V/95) "1 ducat de Venise = 1 grand écu (de France)"; = 60 d. (Nugent: 1 "ducaton" = 55 d.)

(9/VII/125) Value of gold of the Engl. Guinea = 1 Louis d'or + 17 Sous; = 248,5 d.

(9/IX/199) Portugal: "1 [engl.] livre sterling = 10000 reis"; 1 Reis = 0,024 d. (Nelkenbrecher: 0,0625 d.)

(10/IV/372) Mitau: "1 Albertstaler = 1/2 Dutch ducate"; = 57 d.

(10/V/388) "1 rouble = plus que 1/3 sequin"; 1 Russian Rubel = more than 37 d. (Nugent: 54 d.)

(10/XII/584; 11/V/695) Spain: "1 peso duro [à 10 reales] = 100 sous de France"; = 50 d.

(11/I/589) "1 peso duro = 1/2 sequin"; = **55 d.** (Nelkenbrecher: 55 d.)

(12/IX/1020) Venice: "1 ducat d'argent = 4 # (francs?) monnaie de France"; 1 silverdukat = **40 d.** (Nugent: 40 d.)

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Summary

(In German; decimal point = ,)

Pence

England:

1 Guinea (21 Shillings).....	252,00
1 Pound Sterling (20 Shillings)	240,00
1 Crown (5 Shillings).....	60,00
1 Shilling (12 Pence)	12,00

1 Penny 1,00

France:

1 Louis d'or (24 Livres oder Francs)	240,00
1 Grand Écu (6 Livres).....	60,00
1 Petit Écu (3 Livres).....	30,00
1 Livre / Franc (20 Sols / Sous)	10,00
1 Sol / Sou (4 Liards)	0,50
1 Liard (3 Deniers).....	0,125
1 Denier.....	0,042

Netherlands:

1 Ruyder (280 Stüber).....	305,00
1 Dukaten (105 Stüber).....	114,50
1 Gulden/Florin (20 Stüber)	21,82
1 Stüber	1,09

Germany:*South (Augsburg, Vienna, Parts of Switzerland):*

1 Reichsdukaten (4 Gulden).....	120,00
1 Gulden (60 Kreuzer)	30,00
1 Batzen (4 Kreuzer).....	2,00
1 Kreuzer (4 Pfennige)	0,50
1 Pfennig (2 Heller).....	0,125
1 Heller.....	0,062

North (Berlin):

1 Friedrichs d'or (5-Taler-Stück), about	220,00
1 Old Reichstaler (24 Groschen) "courant", about	42,00
1 Imagined Reichstaler of exchange (24 Groschen) "banco", about	45,00
1 "new" Reichstaler à 30 Groschen	54,00
1 Groschen (12 Pfennige),	1,80
1 Pfennig	0,15

Russia, Baltic States:

1 Albertstaler	57,00
1 Rubel (10 Grieven)	54,00
1 Grieven (10 Kopeken)	5,4
1 Kopeke	0,54

Venice:

1 Zechine / Sequin (17 Lire), about	110,00
1 Silbertaler (9 Lire 12 Soldi).....	62,00
1 Silberdukaten:	Bank: 48 d.Kurant:40,00
1 Lira (20 Soldi)	6,44
1 Soldo (12 Pichioli)	0,322
1 Pichiolo	0,027

Turin, Savoye, Piemont (after Nelkenbrecher):

1 Pistole von Piemont (Casanova: 1,6 Louis d'Or).....	384,00
1 Pistole von Savoyen (13 Lire).....	156,00
1 Dukaten (7 Gulden)	50,40

1 Krone von Savoyen (3 Lire)	36,00
1 Lire von Piemont (20 Soldi)	12,00
1 Bank-Gulden (12 Soldi)	7,20
1 Soldo	0,60

Rome:

1 Zechine (18 Julii oder Paoli)	108,00
1 Scudo (10 Julii)	60,00
1 Julio / Paolo (10 Baiocchi)	6,00
1 Baiocco (15 Dinare).....	0,60
1 Dinar	0,04

Naples:

1 Silber-Unze (Casanova: 30 Karlinien)	135,00
1 Zechine (18 Karlinien)	81,00
1 Golddukat (10 Karlinien)	45,00
1 Karline (10 Gran)	4,50
1 Gran	0,45

Spain:

1 Doblón de 8 Escudos (160 Reales)	880,00
1 Doblón de 2 Escudos / Pistole	220,00
1 Escudo de oro (20 Reales)	110,00
1 Peso duro (10 reales)	55,00
1 Philippe d'argent	55,00
1 Peso de 8 (Reales) / Piaster	44,00
1 Peseta (2 Reales)	11,00
1 Real (34 Maravedis)	5,50
1 Maravedi	0,16

Portugal:

1 Lisbonine (3 Escudos)	300,00
1 Escudo (1600 Reis)	100,00
1 Reis (Real)	0,0625

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"Casanova's Monetary Conditions.

A list of his income and expenses as far as they are specified in his Memoirs"

(5-5-2009)

So are titled forty-five pages by an unknown author, published in Vol. XIII of the edition by Heinrich Conrad, "Giacomo Casanova. Erinnerungen", Munich and Leipzig, 1909.

In the "History of My Life", Casanova presents his readers with 471 monetary items in 27 currencies from 10 states. They are indicative of the prices of many kinds of goods and services, or refer to salaries and other income, or to his gambling.

What can all this financial data tell us? To find out, I first of all converted the currencies into a single one, the English Penny (d.), so that we can make comparisons (the Penny can also be regarded as an expression of the purchasing power similar to the Euro of today, relating to prices in hotels, restaurants, food, lodging and carriages). Then we can group income from own work or gifts, and expenditure under certain headings, e.g. gambling winnings, expenses for ladies, as well as in chronological classifications.

Here is the rounded up result of this attempt for the 34 years between 1741 (first monetary specification) and 1774 (last year in the memoirs):

Total Balance (in English Pence):

Income	6,600,000
Expenditure	3,100,000
Turnover in gambling	7,000,000
Winnings	4,000,000
Losses	3,000,000

It seems quite natural that Casanova mentioned more details of his income than his expenditure; while the balance of his GAMBLING is rather well. Here, playing Pharao, Biribi, Quinze, etc, the turnover is enormous: **570 d. per day!** Six times he broke the bank, taking home up to 300,000 d. When holding the bank himself, or taking part, he could mostly achieve considerable winnings by taking measures which are usually called "corriger la fortune". The winnings varied between 600 d. and 540,000 d., and the losses between 2,400 d. and again 540,000 d.

Casanova's INCOME of 6.6 million Pence implies:
on average, a monthly income of more than **16 thousand Pence!**

As a comparison I can quote the monthly salaries of:
15,000 d. (250 Scudi): Chief of the Venetian Army Staff;
13,500 d. (300 Reichstaler): Colonel in the Cavalry of Frederic the Great;

1,200 d. (20 Scudi): Secretary at the Spanish Embassy in Rome 1744 (Casanova, food and lodging free);

1,000 d. (16.7 Scudi): Abate Momolo, Casanova's friend in Rome (family 8 persons, "perceptible poverty");

540 d. (90 Paoli): Hired servant in Rome 1764;

450 d. (1.87 Pounds Sterling): Labouror in London 1760.

For more details of Casanova's income, I would like to remind you of the following 5.5 million Pence (instead of the mentioned 6.6 million) obtained in different situations.

Apart from his childhood, his life until 1774 can be divided into three periods, each clearly defined by his income status:

I. 1741 - 1745 Early Years of Travelling (5 years, age 16 - 20):

Total income: 150,700

Monthly average: **2,512**

II. 1746 - 1767 Time of the Bragadin Pension (22 years, age 21 - 42):

Total income: 4,911,860

Monthly average: **18,605**

III. 1768 - 1774 Seeking His Return to Venice (7 years, age 43 - 49):

Total income: 407,200

Monthly average: **4,848**

Now from where did Casanova draw his income? The answer is rather amazing:

1.) Income from his own work: 612,160 d.

2.) Income from gifts: 4,857,600 d.

Total: 5,469,760 d.

- and shows him to be a real master at the art of living: He had only to work for 11.2 % of his income! - In detail:

1.) Income from his own work (612,160 d.):

I. First Period

1741 Venice: Collection received from preaching: 50 Sequins 5,500

1744 Rome: Salary as Secretary of Embassy: 20 Scudi/month, 3 months 3,600

1745 Venice: On leaving the Navy: 100 Sequins 11,000

Total: 20,100

II. Second Period

1746 Venice: Wage as a violinist: 1 Scudo/day; for 60 days: 3,600

1757 Paris: From De Bernis for state services: 100 Louis d'or 24,000

1758 Paris: As Receiver of the Lottery: 8,000 French Francs 80,000

From the sale of 5 Lottery offices: 10,000 FF 100,000

From De Bernis for state services: 600 Louis d'or 144,000

1758 The Haag: From Boas for Exchange transactions: 3,000 Guilders 65,460

From Mme d'Urfé commission of: 12,000 FF 120,000

1764 Mitau: From the Duke de Biron for mine report: 400 Albertstaler 22,800

Total: 559,860

III. Third Period

1771 Bologna: Fees for a book (Lana Caprina): 100 Sequins 11,000

1773 Trieste: For the Memorandum on Postal Route: 2 x 400 FF 8,000

1774: Monthly income from Venetian State: 10 Sequins; one year 13,200

Total: 32,200

2.) Income from gifts (4,857,600 d.):

Casanova's nine main benefactors provided him with the following larger amounts:

I. First period

1744 Rome: The Cardinal and Spanish Ambassador Acquaviva gives him on leaving:
700 Roman Sequins 75,600
1745 Corfu: He sells goods received from Jussuf in Constantinople, for:
500 Sequins 55,000
Total: 130,600

II. Second period

1746 - 1767 From the Venetian patrician Matteo G Bragadin he receives a pension: at first 10 Sequins per month until presumably 1756; then 100 small Écus until at least 1759; finally, I calculated again for the last 7 years, 10 Sequins.

A cautious estimate would be:..... 330,000

1750 Geneva: The French countess Henriette makes him a farewell present of:
1,500 Louis d'or 360,000

1759 Amsterdam: He helps the merchant Mr d'O, by speculating successfully, to earn a profit of 1 million Guilders; Casanova receives a 10% share:..... 2,182,000

Mr d'O's daughter Esther, on saying goodbye, contributes a further
2,000 Pounds Sterling: 480,000

1762 Munich & Lyons: His cabbalistic scholar, the Marquise Jeanne d'Urfé,
supports him with 2 x 50,000 FF: 1,000,000

Total: 4,352,000

III. Third period

1770 Naples: The lawyer Aniello Orcivolo gives back the value of jewels which Casanova once gave to his wife Agata: 15,000 FF150,000

1770 Naples: Leonilda's husband, the Marquese della C., returns the gift Casanova made to his wife: 5,000 Gold-Ducats225,000

Total: 375,000

Concerning the EXPENDITURE, I might put down some interesting items.

1.) For Living:

Casanova in Bologna, 1772 ("modest monthly expenditure, sufficient for two private rooms, food, and a servant"): 10 Sequins or **1,100 d.** (for comparison: James Boswell in London 1763, per year "only" 167 Pounds Sterling; per month: **3,340 d.**).

2.) Purchase of carriages (all second hand):

English Coupé ("voiture anglaise"), Cesena 1749: 200 Roman Sequin, or **21,600 d.**

English Coupé, Geneva 1762: 100 Louis d'or, or **24,000 d.**, plus the coach bought in Aachen; half a year later, Morosini got it for 1,000 small Ècus, or **30,000 d.**

Chaise de Poste ("Solitaire", one-seater), Lyons 1763: 40 Louis d'or, or **9,600 d.**

Coupé, bought in Salerno 1770, sold in Bologna 1772 for: 300 Roman Scudi, or **18,000 d.**

3) Some different costs:

Rifle, Corfu 1741: 10 Sequins, or **1,100 d.**

Theatre ticket, Cesena 1749: 1/2 Sequin, or **55 d.**

Breakfast, Treviso 1756: 30 Soldi, or **9.66 d.**

Dinner in the "Hotel du Parc", Lyons 1763: "only" 30 Sous, or **15 d.**

Dinner at Berlin's most expensive restaurant, of Mme Ruffin, 1764: 12 Grosses, or **21.6 d.**

Long trousers (new fashion), Paris 1759: 4 Louis d'or, or **960 d.**

Lace-cuff with shirt, Lyons 1763: 50 Louis d'or, or **12,000 d.**

Fiacre, within the city of Paris, 1759: 24 Sous, or **12 d.**

4.) For Ladies:

Greek girl	3,000	Zenobia	6,600
Teresa	10,800	Irene	18,600
Christina	6,000	Annina	3,000
O'Morphi	3,000	Marcolina	120,000
Mme Dubois	24,000	Adele	3,600
MM II.	12,000	Charpillon	507,000
Mlle Roman	36,000	Hannoverian sisters	21,000
Daughters of janitor	7,200	Stenau's mistress	12,000
Rosalie	21,600	Zaira	9,600
Anna and Veronica	27,000	Farmer's girl	9,000
Corticelli	30,600	Maton	2,400
Mariuccia	28,800	Castelbajac	9,600
Leonilda (returned)	225,000	Callimene	24,000
Strasburgian lady	24,000	Emilia	1,200
Raton	6,000		

Total: 1,212,600 d.

Thus the **monthly** cash expenses for women on average amounted to **3 thousand Pence!** In fact, Casanova spent much more than that on them; one only has to think of the twenty seamstresses in his factory in Paris, who were provided, one after the other, not only with money, but also with lodgings, furniture, jewels...



THE CASANOVA TOUR by Pablo Günther



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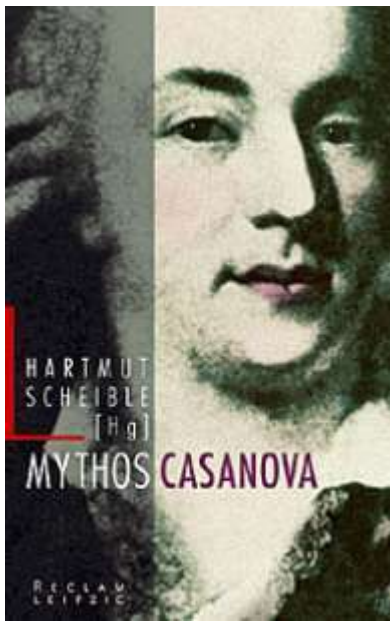
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