

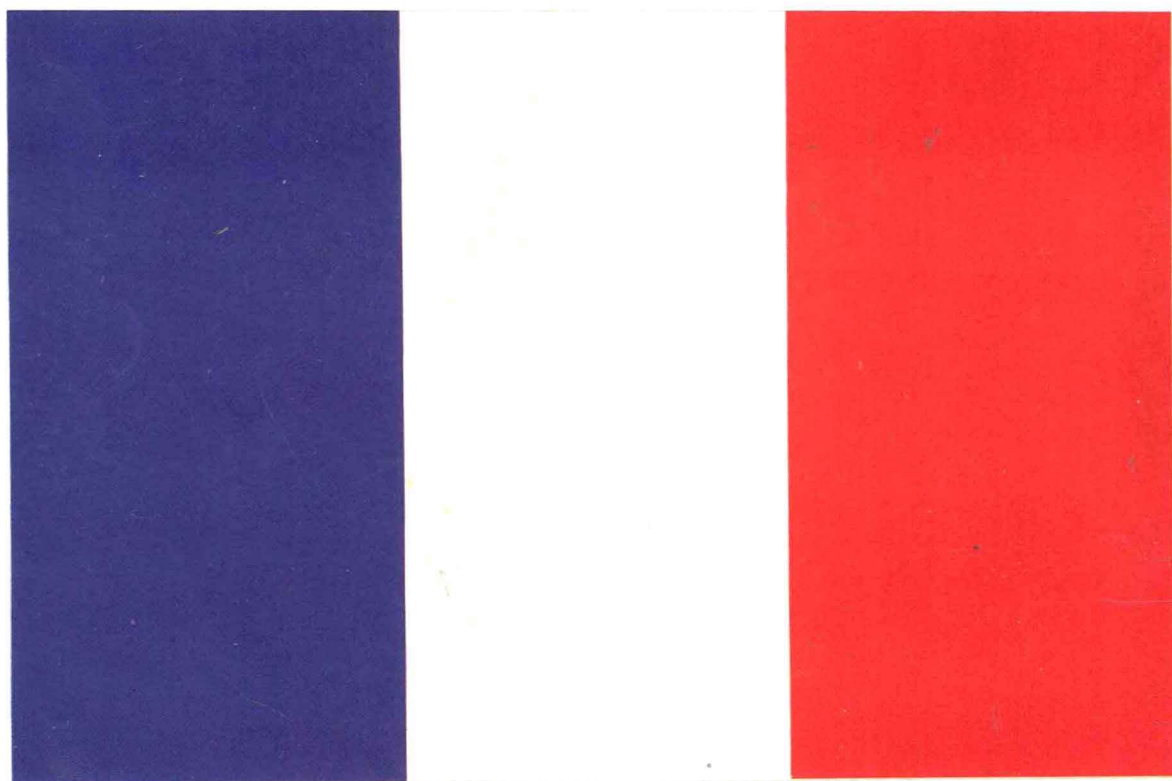
LIBRARY OF NATIONS



ITALY

ITALY





ITALY

By the Editors of Time-Life Books

With photographs by Romano Cagnoni

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Contributors: The chapter texts were written by: Iain Carson, Frederic V. Grunfeld, Robert Harvey and Alan Lothian.

Cover: Arcaded palaces flank Venice's main thoroughfare, the Grand Canal, where gondolas lie moored between their posts.

Pages 1 and 2: The emblem on page 1 includes a star, representing the Italian nation, superimposed on a cogwheel, standing for labour, and framed by branches of oak and olive, which indicate strength and peace respectively. Italy's national flag, a tricolour in green, white and red, is shown on the following page.

Front and back endpapers: A topographic map showing the major rivers, mountain ranges and other natural features of Italy appears on the front endpaper; the back endpaper shows the country's 20 regions and principal towns.

This volume is one in a series of books describing countries of the world—their natural resources, peoples, histories, economies and governments.

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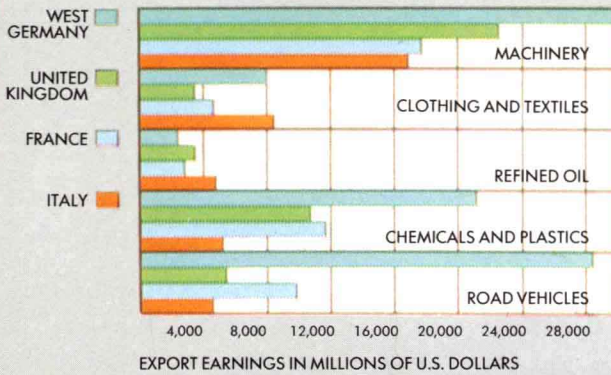


Pale November sunlight filters through a grove of Tuscan olive trees on to nets spread out to catch the ripe fruit when the branches are shaken. The olive



has for centuries been an agricultural staple in Italy, which vies with Spain to produce the world's largest annual olive-oil yield.

EXPORTERS OF FLAIR AND STYLE



Italian manufacturers, ranging from shoes to sofas and sports cars, are world famous for their imaginative design. With an unerring eye for high style, Italy is among the world leaders in exports of clothing and textiles, its second biggest earner. Some of its other main exports are less glamorous but more surprising. Refined oil and chemicals come in third and fourth place because, though Italy has almost no mineral oil, it has important industries based on imported oil.

A Ferrari painted gleaming scarlet—the traditional Italian colour at international motor races—reflects the overhead lights at the biennial Turin car show.



Sports-car manufacturers such as Maserati, Lamborghini and Ferrari produce only a few thousand vehicles a year, 80 per cent of which is exported.



THE DRIFT TO THE NORTH

In the years since World War II, Italy has experienced a remarkable internal migration that is radically altering its demographic complexion. Drawn by the prospect of regular employment in the factories of Milan, Turin and the surrounding small towns, the work force of the rural south is shifting north. In Piedmont and Lombardy, the population grew by 3.5 million between 1951 and 1981. Prosperous Turin, home of the giant Fiat car works, has seen its post-war populace doubled. Meanwhile, the populations of six rural regions in the south and centre are shrinking, while several

others are barely holding their own.

Peasants from the impoverished south of Italy have long been willing to pull up stakes, but until the post-war years their goals were other European countries or the opposite side of the Atlantic, and they travelled in both directions: 29 million emigrated and 20 million returned between 1861 and 1975. The northward tide of one million migrants annually is now creating less of a backwash. Yet the southerners are not integrated into their new environment. They live apart from the native northerners and cling fiercely to their own traditions.

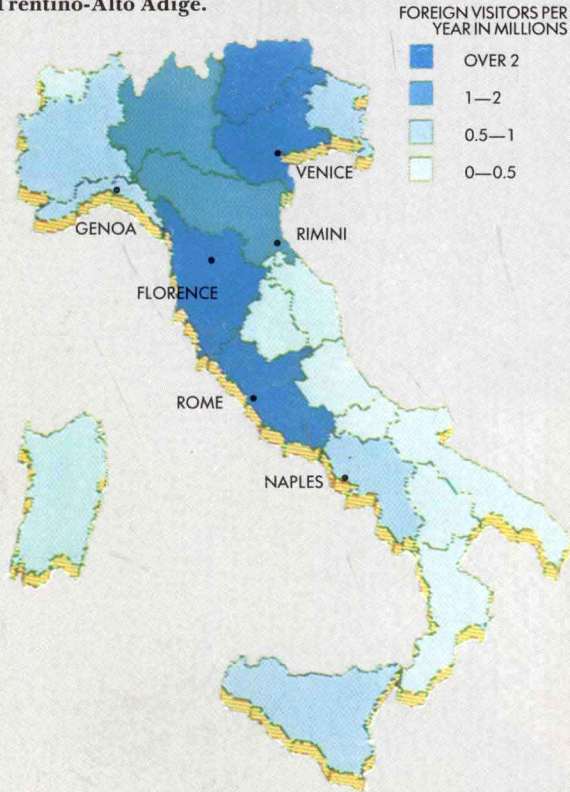
Scrutinized by a cluster of companions, southern-bred workers play cards in a garden in Valletta, a migrants' suburb outside Turin. Short-sighted urban



planning has left immigrants to the industrial north crowded into shanty towns—enclaves of clannish Mediterranean life in the heart of modern Italy.

A LURE FOR TOURISTS

With around 20 million foreign visitors a year, Italy derives more wealth from tourism than any other European country. Germans make up 30 per cent of the tourist population, other Europeans a further 45 per cent. Their destinations are most often the sunny resorts of the Adriatic and Ligurian coasts, the great cultural centres of Rome, Venice and Florence, and the ski slopes of Trentino-Alto Adige.



Evening sun bathes a deserted beach at Forte dei Marmi on the Tuscan coast. At the end of the afternoon when the holidaymakers decamp, beach attendants



clear the litter, rake the sand and straighten the deckchairs in readiness for the next day's onslaught.



A SPORTING MANIA

The Italians adore football with a passion that is matched in few other countries. More than a quarter of a million spectators watch first division matches live, and many thousands more devotedly attend the games of the other three divisions and the countless clashes between amateur teams. No fewer than three national daily papers are dedicated exclusively to sport—chiefly football—and on Mondays, after the big matches, serious newspapers devote half their pages to the game. Footballers are among the highest-paid employees in the country, and Italian clubs have attracted a high proportion of the world's best players.

One reason for the excitement generated by the game is the strength of regional loyalties. Italy only became a unified state in 1861, and ancient rivalries between the city-states that made up the peninsula have never been forgotten. They are revived by every confrontation in the stadiums—whether between neighbouring towns' teams or giants such as Roma and Turin's Juventus.

Lines of red shirts belonging to members of a local football club hang out to dry in a garden in Cortona, Tuscany. Because of a shortage of grassy pitches,



Italian amateur players often practise on asphalt, and thereby learn the fast ball control and tricky manoeuvres that are a hallmark of the national style.

1



Before sitting down to a festive lunch, a proud Sicilian family smiles for the photograph that will commemorate a daughter's first communion. About 60 per cent of Italian children still take this step—usually at eight—though nowadays less than a third of the population attend church regularly.