

**CONFRATERNITY
of
PILGRIMS
to
ROME**



NEWSLETTER

**August 2017
No. 23**

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Editorial

This is the twenty-third issue of the Confraternity of Pilgrims to Rome's *Newsletter*.

Like issue number 22, this one is also being sent, as standard, to all of the currently paid-up members of the Confraternity of Pilgrims to Rome. In the Editorial to this previous issue we explained that the editors, together with the CPR Steering Group, had become increasingly aware that nobody (almost literally) read the *Newsletter* at all, which no doubt explains why we almost never (again quite literally) received any contributions/articles at all for future issues and had to hunt round for them or write material ourselves; the effort involved to sit down at a desk, open the computer, go onto the website and then sit down to read the *Newsletter* on the screen was all too much of an effort. Or if a member did, in fact, do this, he/she was unlikely to read more than one article, putting off the rest of the issue "for later" – which, in practice, translated as "never." We have therefore decided, for trial period (before we abandoned the *Newsletter* altogether), to send each currently paid-up member a hard copy of the present issue in the hopes that a) members would actually read it and b) be encouraged to submit articles for consideration for publication in future issues.

We are pleased to report that we received a lot of very favourable "feedback" as a result of this decision, particularly from members who spend a large part of their working lives sitting in front of a computer screen to read articles, reports and other paperwork relevant to their jobs online; they found it a welcome change to have a hard copy of the *Newsletter* delivered to them by "snail mail," to be able to sit down in a comfortable chair and "dip into" the magazine as and when they wanted to. So we have listened to them and will continue to send out hard copies as standard, at least for the foreseeable future.

Martin Deforges, a touring cyclist for most of his life, has written a very useful article addressed to those pilgrims with little or no experience on two wheels, who would like to make the journey to Rome all in one go but who lack the time to walk there. As with walking, he points out, the experience will be more enjoyable and the pilgrim is more likely to be successful in

completing journey, if he/she prepares carefully in terms of physical fitness, type of bicycle and other equipment, choice of companion(s), budget, and route options.

This is followed by the fifth (“Morbiflette”) in Bronwyn Marques’ series of *Recipes along the Via Francigena*, after which Brian Mooney writes about a conference he attended to celebrate the 15th anniversary of the AEFV, the European Association of the Vie Francigene. He then continues, in *Another Record Year for Via Francigena*, to examine the pilgrim records compiled by Danilo Parisi, the ferryman of the River Po, and which reveal, amongst other things, that a total of 1,176 pilgrims crossed the river on his launch in 2016, compared to 919 in 2015 and 735 in 2014.

Julia Peters follows this with a short article on updating the *CPR Accommodation List*, after which one of our New Zealand members, Vicky Williamson, recounts her experiences *as A Kiwi on the Via Francigena*. Tricia Griffiths then *considers Some Highs and Lows of Pilgrim Accommodation on the Via Francigena* in Italy. After that Stewart Dewar describes a novel solution to the problem of wanting to make a pilgrimage from Canterbury to Rome all in one go but lacking the time to complete all of it on foot in his article entitled *To Ride and to Stride: Notes on a Pilgrimage to Rome both by Cycle and on Foot*.

Alison Raju follows this with a short article on the recently cleared and re-opened *Historic Route over the Cisa Pass*, after which Brian Mooney and Paul Chinn pay tribute to the late Francis Geere, one of the great friends of pilgrims and a champion of the *Via Francigena*. After this come the *Chairman’s Reports* for 2016 and 2017, a book review by Brian Mooney of DeMar Southard’s *Where the Roads Lead*, a listing of *Additions to the CPR Library* by our librarian Margaret Simonot, and this issue ends with the section entitled “Secretary’s Notebook,” containing short items of information likely to be of interest to our members.

<p>Information about submitting articles or book reviews for publication in future <i>Newsletters</i> can be found at the end of this issue, on page 48. Articles dealing with the French and Swiss sections of the route are especially welcome</p>
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Cycling the *Via Francigena*

Martin Desforges

Introduction

Records suggest that fewer people cycle the *Via Francigena* than walk this pilgrim route. In 2014 when I cycled from Canterbury to Rome we met only one other couple on bicycles – they had started in Southern Germany, and joined the main route in Italy. But what are the main issues for those pilgrims wanting to cycle the *Via Francigena*? Some will be experienced cycle tourists, interested in the specific points that are important to cyclists on this route. Others may be pilgrims with little or no experience of cycle touring, and have decided to cycle because they don't have the time to complete the journey on foot. There may be some who take up the journey as a challenge, to develop their skills and experience as a long-distance cyclist. As with walking, the experience will be more enjoyable and you are more likely to be successful in completing the pilgrimage route, if you prepare carefully in terms of physical fitness, equipment, choice of companion(s), budget, and route options.

Choice of Bike

If you are already an experienced cycling tourist you will have made your choice long ago. Newcomers to cycle touring may think of using a mountain bike or hybrid, rather than one specifically designed for long-distance cycle touring. Think carefully, however, and take advice from friends, colleagues, local cycle clubs, and borrow or hire different types of bike to see which suits you. Type of handlebars (drops or straights), range of gears (range on rear cogs and double or triple chain ring on the front) and tyre type are the crucial choices. If you opt for a mountain bike do fit road tyres, which will have less rolling resistance than off-road tyres. Make sure the cycle rack is strong and can be secured to the bike frame at four points. You will need a comfortable saddle – gel saddles offer good levels of comfort, and there are saddles designed specifically for women. Only by doing several long rides will you really know if your saddle suits you. If buying a new bike, spend time looking in several shops and, if possible go to a reputable specialist dealer to discuss your needs with the experts in terms of daily distances you aim to travel, luggage weight you will carry, and the need for a good range of gears, particularly at the lower end

for pedalling yourself and your luggage over steep hills, long mountain passes as well as into head winds. Make sure you fit a bell and lights. A good dealer will ensure that you get the right size of bike and set up the handle bars and saddle to give you the best position for comfort and efficiency. If buying a new bike don't be tempted to go for the cheapest possible – you can buy a mountain bike for as little as £100-150 - but you will pay dearly in terms of pedalling a heavy machine with poor gear ratios and components. Talk with the dealer about what you want to achieve in terms of daily distance, amount of luggage you aim to carry, and your experience (or lack of it) of cycle touring. My advice would be that you go for a touring bike with drop handlebars. The gear ratios will be optimum for a laden bike going over mountain passes as well as undulating roads. Drop handlebars offer a greater variety of positions, providing a comfortable position for different terrains.

Bike Security

Secure locks can be both bulky and heavy. You need a compromise that will prevent opportunistic thefts but is reasonably light. I use a combination lock. If you are going as a pair or in a larger group each person can have a lightweight lock used to lock several bikes together as well as at least one locked to an immovable object. Most hotels and hostels will have secure storage for bikes. (The author of this article had no problems on his journey to Rome). If camping, there is usually some object close to your tent to lock the bike to. Failing that, tie a length of string to the bike with the other end tied to a tent pole: any attempt to move the bike will shake the tent and alert you!

Bike maintenance

At the very least you need to carry the tools, and have the skills, to remove wheels and tyres, to change inner tubes, mend punctures, adjust brakes and possibly change brake blocks. If you lack these basic skills find a friendly cyclist and ask to be shown how to carry out these tasks, and practice them until you are confident you can carry them out with reasonable efficiency. Trying to do these tasks for the first time by the side of a busy road in bad weather can be very frustrating. Carry a chain breaker, spare chain links, spare spokes and spoke spanner. Even if you can't use them yourself many other cyclists will be able to, and most would stop to offer assistance if they see you in difficulty or stranded. There are many good basic bike

maintenance guides and it is fairly easy to find classes in basic cycle maintenance and repairs.

Bags and Panniers

Buy good quality panniers that are waterproof and have strong fastenings that will keep them locked firmly onto the bike. Get a handlebar bag that can be easily unclipped and has a map case attached to the top as this will make route finding easier and allow you easy access to sunblock, food, glasses and other essentials on the journey. Do not carry too much stuff: your first practice ride with a fully loaded bike may help focus your mind on what is essential and on what you can leave out to lighten your load. I never use front wheel panniers, even when camping. I can fit everything into a handlebar bag and two rear panniers, with just the tent and sleeping mat strapped on the top of the carrier. Plastic bin liner sacks offer a cheap waterproof lining for all bags, a "belt-and-braces" approach to keeping equipment dry and can be replaced if they rip as they are widely available. Any cycle touring book will offer advice about lightweight camping equipment and suitable clothing.

Clothes

Make sure you have several pairs of padded shorts or underwear to allow a daily change and time for drying. A high standard of personal hygiene is vital if you are to avoid a sore backside when cycling significant distances on a daily basis – daily shower and change of padded shorts. A small first aid kit with non-stick dressings, a bandage, elastoplasts, antiseptic creams, Vaseline and pain killers is essential. E45 cream is a useful all-purpose cream to soothe sore skin and rehydrate areas exposed to the sun. Cycling gloves or mittens provide extra padding for your hands against the vibrations and jolting on roads with bad surfaces. As well as a good quality waterproof and windproof jacket, make sure you have enough clothes to wear several layers in wet/windy/cold weather. There are several high mountain passes to cycle over and even in summer time it can be very cold in the Jura mountains, the Alps and the Appennines. Remember to carry some clothes appropriate for visiting churches: many have dress codes and will not let you in wearing shorts or sleeveless tops.

Health and Fitness

To cycle such a long distance as Canterbury to Rome needs determination, resilience and fitness. Whilst cycling 40-100

miles a day on a one-off basis is not too difficult, maintaining the effort most days for two to four weeks is much harder unless you have developed a good level of fitness before you start your pilgrimage. You need to cycle at least twice a week for some months before your start date. Over a period of a few weeks, work up to your expected daily distance, and then go out several times to cover this distance with fully-loaded panniers. Use the bike and clothes you will use for your pilgrimage to iron out any problems. If in doubt as to your general health seek the advice of your doctor. Swimming, walking and running will all improve your general fitness levels as you prepare for your journey and, if winter weather prevents outdoor cycling, many gyms have bike machines. Home trainers, which fit your own bike, are now reasonably priced. You will enjoy your journey so much more if you are not permanently exhausted. Be realistic in your daily distance target and build some rest days into your schedule.

Maps and routes

An important part of planning is to take some responsibility for route choices. Different books will give you slightly different routes, and even within one guide there may be one or more alternative routes suggested for some sections. However, major towns on the route are clearly identified, and will be the same across different guide books. For cyclists there will usually be a variety of routes available between major towns avoiding main roads. Be prepared to make changes if you find yourself on a road that feels dangerous, either with many heavy lorries or traffic going too fast. For cycling a road map at a scale of 1:250,000/300,000 will show virtually all surfaced roads. The cheapest and easiest to manage are road atlases; most French ones also cover the Swiss section of the *Via Francigena* and the section to Aosta in Italy as well. The pages can be torn out and provide a lighter and less bulky alternative to the Michelin or IGN series. In Italy you can also use a road atlas. For finding a good route into Rome it is best to purchase a larger scale map when you are closer to your destination. I have deliberately not suggested use of Satnav systems as they may not always take note of how much the road is used by heavy lorries or speeding cars. Being able to read a map to select alternatives if you find yourself on a dangerous road is an important skill to develop before you set off.

Consider using canal and canalised river towpaths, especially to get in and out of towns. Many of these have paved or tarmac surfaces and provide easy gradients. Leaving Calais for Guînes, for example, there is a good route down the canal. In Reims, drop down to the river after leaving the cathedral and there is a good towpath down to Sillery, a quiet and safe way out of the town. From the cathedral in Châlons-en-Champagne the towpath down to Pogny, where you leave the canal, is a quick and easy route out of town. Cross the river Marne and on to Vitry-la-Ville. The Rhône cycle path from Villeneuve to Martigny follows both the canal towpath and the river, providing an off-road route with a good surface for cycling.

Cyclists may face particular problems from Corbeny to Reims, where the D1044 should be avoided as it is a fast road with many heavy lorries using it to avoid the Autoroute. Around Besançon care is needed to avoid the main roads coming into town from the north, as well as when climbing out of the centre towards Beurre. From Moutier Haute-Pierre to Pontarlier avoid the N57 by taking the minor roads to Ouhans, Bians-les-Usiers and Dommartin. Going south from Pontarlier, to the turn off to Sainte-Croix, there is no alternative to the N57 for around 5 km. Take great care and avoid busy times of the day. Martigny to Aosta poses problems, especially from Martigny to Orsières (narrow and extremely busy road, with no pavement or hard shoulder in places), and from Bourg Saint-Pierre to the entrance to the Great Saint-Bernard tunnel there are narrow roads and long sections of *gallerias* for avalanche protection, which are really like tunnels with open windows on one side (but with no pavement or hard shoulder either). Trains from Martigny to Orsières will take bikes, as will the Swiss post bus from Martigny to Aosta. You can travel by Swiss post bus to Orsières, Bourg Saint-Pierre, the tunnel entrance (and cycle over the col) or all the way to Aosta. The bus leaves from the train stations in Martigny and Orsières, and from the centre of Bourg Saint-Pierre.

The condition of many of the minor roads in Italy is poor, with deep potholes, long subsidence cracks which can trap a bike wheel, and loose gravel. Constant attention to the surface, searching for potholes, large cracks and bumps, will minimise damage to you and your bike. The pass over the Appennines from Fornovo di Taro to Pontremoli using the no. 62 is fine for cyclists, since the A15/E31 motorway takes most of the heavy

traffic. If cycling it at weekends, however, be aware that there are numerous groups of motorcyclists on the no. 62 as it is a very popular road for them. The route no. 2 from Siena to Radicofani is reasonably safe for cyclists as there is a new motorway taking much of the heavy traffic. There is a short tunnel between Buonconvento and San Quirico that can be safely cycled. The road is straight just before the tunnel and if necessary you can wait in the layby at the tunnel entrance for a lull in the traffic before entering it. The longer tunnel after the turn-off to Radicofani or Abbadia San Salvatore is best avoided. The road up to Radicofani is not too steep, even if rather long, and there is a very easy long downhill stretch to start your ride the next day if you choose to stay in the excellent pilgrim hostel in Radicofani. The final few kilometres from the Rome ring road into the Vatican need extra care, however, as although the traffic moves slowly there is a good deal of very erratic driving. The cycle path along the Tiber into the Vatican can provide a safe route, but getting to the path itself may involve some very busy roads. From Sutri consider going to Bracciano and then the road towards Osteria. Just after the turn-off to Vigna di Valle, turn south on a small road to Tragliata and Boccea. Here you have to negotiate a large roundabout under the Rome motorway ring road (but there are pavements and you can walk with your bike if the traffic is intimidating). From here follow the *Via Boccea* to the Vatican. It is a busy road, but it is wide, has pavements if you choose to walk some sections, and did not feel dangerous when this author cycled it in 2014.

General Safety Points

Purchase – and always wear – a good quality helmet. It can make all the difference between minor injuries and major trauma if you come off your bike, or are knocked off by traffic. Sunglasses are essential in bright sun, and regular use of sunblock will help avoid painful skin conditions caused by sunburn. If coming from the UK, cycling on the right can cause problems, especially first thing in the morning or when starting after a break and there is no other traffic about. Be vigilant at all times for traffic coming from side roads, for potholes and loose surface gravel. Cycle routes through large towns often end abruptly, throwing you back into a fast moving stream of traffic. Hard shoulders can end suddenly (e.g. on the N 57 south of Pontarlier), and in towns a cycle lane can terminate without warning (Reims, for example, Besançon, Lausanne and many towns in Italy).

Choice of Companion(s)

You need to think carefully about whether you cycle alone or with one or more companions. Going as a group may allow you the luxury of back-up transport to carry your luggage and make camping an easy as well as cheap option. Whether you can cope with being alone throughout the journey will depend on your psychological needs for companionship, your sociability, and how easy you find it to start conversations with strangers. Some people will relish the solitude, others will find it a source of stress. If you decide to go with only one or two companions you need to think carefully about your compatibility in terms of interests, need for constant conversation or for some time for quiet reflection. Cycling tends to be a less sociable activity than walking in that you tend to be in single file, or need to stay alert to other traffic.

If you do travel with others make sure you have agreed on some basic parameters: length of time away, how much money you are prepared to spend on food and accommodation, how many rest days you build into the journey and, most important, what is the primary purpose of the journey. If one person thinks it is a general sight-seeing holiday, another that it is a race time to cover large distances each day, and a third that it is a pilgrimage with spiritual significance including prayers, visits to churches and cathedrals on the route, you will be in constant conflict.

It was suggested above that you should go on a few practice rides of two days or more, carrying and using the equipment you will use for cycling the *Via Francigena*. These trips can also provide an opportunity to test out the relationships between you and your possible companions. It is best to be open and discuss these issues before you go rather than find the experience is spoilt by discord or abandoned early because of incompatibility.

Conclusion The *Via Francigena* makes for a challenging and interesting ride and, with careful planning and preparation, should provide an enjoyable two to four-week week pilgrimage. There are many towns on the route with ancient buildings, museums, beautiful squares and attractive rivers to provide a pleasant, relaxing day when you choose to have a rest from cycling.

Websites and books

The Official European Website for the *Via Francigena* - www.viefrancigene.org/en/ - has details of a cycle route from Bourg Saint-Pierre to Rome. (Go to maps and routes and the map has a number of alternative boxes that you can click on. One is for cyclists).

Eurovelo 5 London-Brindisi www.eurovelo.com goes via Rome, although it does deviate from the *Via Francigena*.

Rhone valley cycle route www.en.viarhona.com covers the route from Lausanne to Martigny, mainly on dedicated cycle tracks.

Cycle Touring Club www.ctc.org.uk Has a great deal of information and advice on its website. Good for tips on equipment, safety and insurance at very good rates.

The Bike Book – Complete bicycle maintenance, Milson. F. (2013), Haynes Publishing Yeovil, UK.

CPR AGM and Open Meeting Saturday March 10th 2018

This will be held in the Conference Room of St James Church, 197 Piccadilly, London W1J 9LL. All members and friends, as well as prospective members, are warmly welcome.

The Conference Room (down the stairs at the back of the church offices) will open at 12 noon. (Please bring a sandwich – tea/coffee will be provided.) The AGM will commence at 1pm, at the end of which a speaker (to be announced) will give a talk on a *Via Francigena* related subject.

There will also be an opportunity for those attending to ask questions of a practical pilgrim nature.

Recipes along the *Via Francigena* (5): Morbiflette

Bronwyn Marques

This is a version of *Tartiflette* but made with Morbier cheese.

Preparation time: 30minutes

Cooking time: 30 minutes

Ingredients

For 4 servings:

- 1 large onion,
- 300 g (10oz) bacon,
- 10 medium size potatoes,
- 15 cl (5 fl oz) white wine, preferably from Jura,
- 300 g (10oz) Morbier cheese,
- salt and pepper (probably only pepper as there is salt in both bacon and cheese).

Preparation

1. Preheat oven to 200°C (400°F).
2. Place the potatoes in a vegetable steamer over boiling, salted water, and cook for about 10 minutes. Then peel them and cut into thick slices.
3. Melt 1 tablespoon butter in a large frying pan and fry the bacon and onions over a high heat, stirring frequently.
4. Season with salt and pepper and add the white wine. Simmer 2-3 minutes.
5. Add the potatoes to the pan with onions and bacon and mix.
6. Transfer everything to an oven-proof dish
7. Cut the Morbier into strips and cover the mixture with the cheese slices.
8. Bake in the oven until the cheese is melted (about 20 minutes).

Serve with a green salad and some pickles.

AEVF celebrates 15th anniversary

Brian Mooney

Here is a question for anyone who has walked or cycled to Rome: what do Parma ham and Italian trains have to do with the *Via Francigena*?

The answer lies in their links with the European Association of the Vie Francigene (AEVF), which celebrated its 15th anniversary in April with a well-attended conference in the neighbouring Italian cities of Piacenza and Fidenza.

Among the 60 or so speakers was the Regional Director of the Passenger Division of Trenitalia Spa, who talked about travelling along the *Via Francigena* by train, and a representative of the Consortium of Parmigiano Reggiano who gave a mouth-watering presentation on the 'Via of taste'.

Many of the speakers – in fact the vast majority – had little to do with the actual process of walking the *Via Francigena*, and very few of them had probably ever put on a pair of walking boots.

But that, in the end, didn't really matter, because Massimo Tedeschi, the former mayor of Fidenza and the founding President of the European Association, has set out to create a broad body of support for the *Via Francigena* in order to raise awareness and encourage the development of infrastructure along the way.

The range of speakers at the two-day anniversary celebrations was a measure of his success. There were academics, representatives of local councils from towns and cities along the way, Italian cultural authorities, a Council of Europe Director, and *Via Francigena* delegates from England, France, Belgium and Switzerland, including CPR Chairman Brian Mooney and our Canterbury Representative Julia Peters. A lot of the organisations taking part contribute funds to the AEVF and help support its work as a mother ship which encourages the growth of the *Via Francigena* and fosters it as a major cultural route of the Council of Europe.

Tedeschi puts an optimistic spin on the numbers walking the *Via Francigena* – some 40,000 a year, he says, if you include those who just walk small sections or the last 100 kilometres to Rome. This may be so, but the reality is that – compared with the *Camino to Santiago* – the number of long-distance pilgrims remains very low. The representative from Switzerland reckoned that there were no more than 1,500 a year passing through Lausanne and onwards to the Great St Bernard Pass. This more or less tallies with records kept by the River Pio ferryman Danilo Parisi. (See article on page 13, below). Last year, 2015, he clocked just under 1,000 pilgrims walking from north of the Alps all the way to Rome. He reckons that some 20 per cent more skip the ferry and walk all the way to Piacenza.

There was talk at the conference about the need to improve the route and infrastructure in France and even how it was still possible to get lost leaving Canterbury because of poor waymarking. The *Via Francigena*, as a revived pilgrim way, is still in its infancy – and, with some glorious exceptions such as Tuscany which is now brilliantly waymarked and mapped, it is still, in many parts, work in progress.

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Another Record Year for *Via Francigena*

Brian Mooney

2016 was another record year for the *Via Francigena* according to pilgrim records compiled by Danilo Parisi, the ferryman of the River Po.

A total of 1,176 pilgrims crossed the river on his launch in 2016, compared to 919 in 2015 and 735 in 2014.

By no means all pilgrims walking or cycling the *Via Francigena* avail themselves of Danilo's service – there are bridge crossings to Piacenza higher up the river at Pieve Porto Morone or further east on the *Via Emilia*, and many also start their journey nearer to Rome – but his records provide a good barometer of the long-distance flow on the *Via Francigena*. The crossing is about 700 kilometres north of Rome.

Danilo has been operating his service since 1998, and he has kept a careful record of every single pilgrim journey on the four-kilometre stretch of river between Corte San Andrea on the north bank and his home *Caupona Sigerico* on the south side, at Soprarivo di Calendasco. Just two pilgrims signed his stately *Liber Peregrinorum* in 1998 when Danilo first revived the ancient river crossing 19 years ago, but his pilgrim log has grown exponentially each year since, and it has become a treasure trove of information about the *Via Francigena*. In the 19 years up to 31 December 2016, he has ferried a total of 5,884 pilgrims.

Once again, the vast majority were going to Rome, but five were heading for Jerusalem and 10 to Assisi, and seven to Santiago de Compostela. A total of 335 had come on foot from Canterbury and 77 by bicycle. The remainder had set out from their home countries, or along the way at staging places such as Besançon, Lausanne or the Grand Saint-Bernard.

Over the years the restored *Via Francigena* has broadened its appeal, and in addition to the increasing numbers it is now attracting pilgrims from many different countries – 57 in 2016, of whom 25 were from beyond Europe. New nations last year included Greece, Albania, Bulgaria, Singapore, the Philippines and Tanzania. Once again, Italians predominated with 616, followed in descending order by Germans (108), French (107), Swiss (80), British (52), Dutch (40), Belgians (24), Australians (25) and Spanish (19). There were 17 from the USA, 13 from Canada and 10 from New Zealand.

Danilo has broken down his pilgrim traffic both by sex and age. Not surprisingly, given the three months it takes to complete the *Via Francigena* in one go all the way from Canterbury, the vast majority – 62 per cent – were aged over 50. There were 185 pilgrims aged under 30. A total of 466 (40 per cent) were women, and those of both sexes making the journey on their own numbered 310.

Danilo has recently taken delivery of a brand new launch – the *San Colombano* – paid for by local authorities and very much a tribute to the work he does. He ferries both cyclists and walkers, and the number to call him on is +39 0523 771607.

Pilgrims who cross the River Po on Danilo's launch find the experience one of the highlights of their journey. If nothing else, the cool air generated as his boat speeds down the river is a relief from the stifling summer heat. But it is the warm welcome in the shaded courtyard of his farmhouse – where many enjoy a meal and lodge for the night – the friendly banter he shares with pilgrims from all walks of life, the ceremonial signing of his book and the stamping of the pilgrim passport, that make the encounter so memorable.

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CPR Accommodation list updating

Julia Peters

The CPR accommodation list has been one of the most important ways the Confraternity has supported pilgrims on the *Via Francigena*. It was created by pilgrims who sent in lists of the accommodation they used on their journey. This information was then painstakingly organized into an excel worksheet by CPR volunteers, principally William and Bronwyn Marques. As more returned pilgrims contributed information on accommodation, the list expanded, including updates on prices and comments on positive and negative aspects of each listing.

Over the past few years, the CPR list in this excel format has become unsustainable. Much of the information has become outdated and would require an extraordinary time commitment from a CPR volunteer to create a current version. Even if someone was willing to take on this commitment, the list would soon become outdated again, as much changes along the route each year.

In order to continue providing pilgrims with this essential information on accommodation, a website has been created by Julia Peters (Canterbury CPR Representative) with an interactive map that will allow prospective pilgrims to search accommodation by geographical location or by type of accommodation (donation-only, campsites, hotels, etc). The website will require an initial time commitment from volunteers to enter a listing for each accommodation option, but once completed it will rely on pilgrims who have walked the Via Francigena to write reviews on the listings and to correct

information directly on the website. The aim of this website will be to have an accommodation list that will save pilgrims time when organizing their trip. Each listing, for example, will include websites and email addresses that with one click will take users directly to the accommodation website where they can make bookings. Most importantly however, this website will remain continuously updated.

See <http://kentontheviafrancigena.com/gd-home/>. Most of the listings that are currently on the accommodation site were posted by the late Francis Geere, who so generously volunteered his time to make this contribution to the *Via Francigena*. In order for this website to be a success, the CPR will need to call on volunteers who wish to assist pilgrims walking or cycling the *Francigena*. The format for entering accommodation to the website is relatively straightforward. Each accommodation listing is added by filling in information onto an online form. This information includes the address, prices, contact details and where possible, photos. If you would be interested in volunteering some of your time to this initiative, please contact info@pilgrimstorome.org.uk

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A Kiwi on *the Via Francigena*

Vicky Williamson

On May 23rd, 2016, a friend and I departed from Canterbury Cathedral to walk the *Via Francigena*. We each had a different guide book but when we reached Reims my friend decided to follow hers and so we each went our separate ways. That meant I no longer had access to a telephone as we had agreed to share hers. I walked most of the route alone, except for seven days with a woman from the Netherlands, though along the way I occasionally met other pilgrims. We chatted, met for meals and drinks and occasionally shared accommodation.

The lack of telephone meant that I was usually unable to access pilgrim beds in in convents and monasteries in France and Switzerland and so had to stay in cheap hotels. Once I reached Italy, however, it was easy to find pilgrim beds. I also stayed in a private home, a vineyard, a hostel for refugees and migrants,

a pizzeria, an infirmary at a boys' boarding school and a home for disabled adults.

Despite the detail in my guide book I still had difficulty following the trail in France whereas in Switzerland the signs were very visible. They indicated the time to walk to the various way points and I made it my goal to beat that time – I always won! The signage in Italy was excellent but inattention led me astray at times throughout the walk.

The varying topography and terrain made it an interesting and sometimes challenging walk. The stormy weather for over two weeks (Paris was flooded at this time) added to the challenges, not the least of which was a blister which became badly infected despite treatment at pharmacies in Switzerland. A word to the newly-wise: treat the hot spot on your foot as soon as you are aware of it. A doctor in a pharmacy in Chatillon really worked on it. He suggested three days of no walking so on the fourth day I was back on the trail again.

I met 'Trail Angels' along the way, such as the man who brought me sandwiches he had made after seeing me sheltering in a bus stop, the young woman and her mother who took me home and gave me lunch, or the elderly woman who filled my water bottle on a very hot day and handed me a blood orange ice block – bliss on a stick.

79 days later having walked 2000kms (according to my Suunto watch) and losing 5kgs off my normally skinny frame (I looked a bit skeletal) I arrived in the Vatican City tired but jubilant. My goal was the journey not the destination. It is hard to believe that at 71 years of age I walked the *Via Francigena*. I have no intention of doing such a long walk again as I would rather continue running marathons but I would highly recommend it.

Pssst!

Have you moved house recently?

If so, we need your new **postal** address, now that we send you our *Newsletters* by "snail mail."

The *Via Francigena* in Italy: some highs and lows of pilgrim accommodation

Tricia Griffiths

Anyone who has walked the *Via Francigena* in Italy will no doubt agree that the available “official” pilgrim accommodation is hugely varied and often limited in both number of bed spaces and in the quality of what is on offer. The restricted number of places to sleep means that often just a small group of pilgrims will totally occupy what is available in a village. And the standard appears to be unregulated. The person in the tourist information office who hands you the sheet of “accoglienza per i pellegrini” (pilgrim accommodation) may draw a “non-smiley face” beside certain hostels - the implication being that these are not recommended - yet they remain on the list.

Some places, although very acceptable in terms of accommodation, are actually a few kilometres from the nearest town or village. And beware of the many signs along the way for “Agritour” accommodation. This designation can refer to any agricultural building that has been converted into holiday accommodation, and often there is no food provided. As they can sometimes be in fairly isolated spots, this can provide a challenge for a pilgrim after a long days’ hike. So you need to check on this if you follow up their invitation to phone and make a reservation.

Many other establishments on the list, however, are outstanding. The monasteries and convents that have provided accommodation for weary travellers over the centuries continue the tradition of providing a bed and board at a low, or no cost. The convent of San Francesco in San Miniato, for example, the Ostello Sigerico in Gambassi Terme and the Monastero San Girolamo in San Gimignano all provide a welcome oasis of calm in these busy Tuscan hill-towns.

And, increasingly, there seem to be some new offerings by imaginative locals who have perceived the need for good quality accommodation that is in the price range of the pilgrim. For example, the B&B Orchard in Viterbo provides outstanding accommodation for pilgrims in the centre of the historic quarter of the town. This beautiful house is the retirement project of

Walter and Francesca, whose last diplomatic posting to Beijing is reflected in the fabulous furnishing and décor.

But the initiative that stands out as a model that could so easily be replicated along the Way is Case nel Borgo in Campagnano di Roma. (See page 47 for contact details.) This project is the brainchild of Monica Ardizzone, who has joined forces with some local friends to provide lovely “home from home” accommodation in the village of Campagnano at budget rates. The accommodation, across three different sites, is all self-catering, but close to their homes to ensure a true pilgrim welcome. Sheets and towels are not provided so a sleeping bag is required. Cooking facilities are available but the accommodation is in the centre of town, so there are plenty of bars and restaurants to provide sustenance for the hungry pilgrim. Coffee, juice and other breakfast food is provided for the morning. At €20 a bed for the night this has to be one of the best value B&B offerings on the *Via Francigena* between the Great Saint Bernard Pass and Rome.

Monica and her associates also provide supported self-guided walking for the last 100kms of the *Via Francigena* from Viterbo to Rome for groups of six or more. They arrange bag transport and all the booking arrangements for this five day, four night pilgrimage where, in addition to the Campagnano accommodation, pilgrims stay in hostels and other religious establishments, all vetted by Monica and highly recommended.



For those who might want to base themselves in Campagnano (which is just over 40 kms from Rome) for a few days there are also options for guided tours and excursions including: food and wine tasting; lunch with a local family; bike tours; and a tour of the local lakes and castle. They can also

provide airport and other transfers in their seven-seater minibus.

For more information about the village accommodation in Campagnano di Roma as well as supported pilgrimage and additional tours go to: <http://www.caseneborgo.it/>



Arrival at St Peter's, Rome

But: when did **YOU** arrive in Rome?

Please contact our secretary (secretary@pilgrimstorome.org.uk) so that we can add you to our records. (See page 47.)

To Ride and to Stride: Notes on a Pilgrimage to Rome both by Cycle and on Foot

Stuart Dewar

When asked to pen a few words on a pilgrimage to Rome undertaken in the summer of 2016 with my friend Richard Pertwee, I felt I should eschew another personal testimony, replete with memories that are essentially personal, and so I hope the reader will forgive me if this account is light on daily accounts of heroism, endurance and humour. Rather, with Richard's endorsement, I have tried to concentrate on practical matters which may be of help to the growing numbers of those, I hope, who are emboldened to follow in Sigeric's footsteps.

It's all Richard's fault, really. I had walked the *Camino* to Santiago de Compostela five years previously, and endlessly bored my friends with my achievement as a pensioner, boasting that "Rome is next!"

A chance encounter with my old colleague and my bluff was well and truly called: "Right; we're doing it next year, then!" There was no going back. Those of us who have been called to the marital state will realise that a spouse's indulgence is the *sine qua non* of any proposed expedition, but having apparently obtained their unconditional blessing for an absence of up to three months (a bit worrying, that), the planning could begin. Clearly we needed as many hard facts as possible, and joining the Confraternity of Pilgrims to Rome gave us the opportunity to benefit from the knowledge of others. But, in advance of that, both of us, having had lifetimes of business negotiation behind us, took a long, hard look at our main resource: each other. We had been business acquaintances twenty years ago, and had subsequently exchanged Christmas greetings but — what did we really know about each other? In discussion, we both acknowledged that we were attracted by the spiritual potential of this holy walk - I as a Catholic convert, and Richard as an Anglican. And with both of us having a love of history, art and architecture, we clearly had the basis for many an engaging shared mile. Over a series of long meetings we not only considered detail, but also explored our compatibility as pilgrims in common. It was important, for instance, that our financial resources were not just adequate, but that we had a similar

approach to financing the journey. If one of us wanted, for example, to sample a luxury *divertissement* along the way, would the other resent the expenditure? Over three months, this could easily become a major source of friction. And did we possess, between us, not only the necessary skill sets required for success —G orienteering, languages, physical strength, resourcefulness, etc.— but also the personality traits we would need to call upon: patience, good humour, determination? As each of us quietly assessed the other in those early days of our planning, we must have had some doubts. For my part, my doubts were entirely about myself.

We also set out on a physical training programme before our start date some nine months later, carried out individually, as we live some 50 miles apart, but also including some days walking together. We thus tested not only equipment but also each other as walking companions: how maddening it would have been, for example, if one of us always wanted to be at the front, arriving at the destination well in advance of the other! We also needed to determine with what daily distances we would jointly be comfortable. Equally, on the subject of timing, we established that we both not only favoured getting out of bed early, but we were also pretty reliable at being on time for an agreed rendezvous. Little things, perhaps, but the sort of matters that might ruin a relationship and a pilgrimage.

Having begun to address these “HR” problems our attention was then drawn to the route, and how to navigate it. Despite having been in existence for over 1,000 years - and the availability of both Lightfoot and Cicerone Guides - the optimum route for us to follow was by no means clear. First of all, having arrived in France, the problem of accommodation loomed large. Our camping days are well behind us, and whilst we were prepared to suffer the rigours of a hard day’s exercise, we both laid great store on a comfortable, clean bed, a good evening meal, and a guaranteed shower. Studying some of the mediaeval texts, it wasn’t always clear, even for those pilgrims despatched as a formal penance, that they should necessarily deprive themselves of a modicum of luxury on the way, purse permitting. But what were we to do in France? The route, according to the guide books, seemed to require either a tent or throwing oneself on the mercy of a local parish - with the likelihood of a bed on the floor. But then Richard had a brainwave: why shouldn’t we cycle across France? Why not,

indeed? We had neither of us cycled for 40 to 50 years, we hadn't got a clue about bike maintenance or puncture repairs, and neither of us owned a bike... But apart from that, the answer was obvious.

And it was, nonetheless, the solution to our problem: a 5km diversion by bicycle, in search of a bed at the end of an energetic day, was far preferable to walking even one kilometre. Using our own locomotive power, it could hardly be against the spirit of pilgrimage. And so began another learning curve, involving choice of bike and tyres, 27 gears or 30 (my last bike had just three but was "state of the art" for 1958...), pedals with or without shoe clips, clothing (my wife, not unreasonably, absolutely forbade Lycra), and maintenance and repair sessions at a local cycle retailer. My first foray, in the Cotswolds in winter, immediately dispelled all idea of cycling as a leisure activity: why on earth had I been beguiled by the glossy cycling catalogues, and promises of carefree breezes in my (long-thinned) hair? But all that money had been spent, and Richard was sending me annoying e-mails quoting the increasing daily distances he was cycling, even if that was in less hilly Hampshire. There was nothing for it but to persevere, and to add weekly cycling fitness targets to my walking programme. And lo and behold! Eventually I did learn to ride without wobbling too much, to conquer gear-changing, and to actually enjoy the freedom of this mode of travel.

We had decided at an early stage that we both so much preferred the certainty of a secure bed, that we would pre-plan every single night of our now 67 day journey. Richard dealt with the UK and France, and I researched Switzerland and Italy, and between us we came up with a fascinating range of accommodation - some impossibly cheap, some scandalously expensive, but every place was a clear target for the day's activity, and the guarantee of a bed, a shower and a meal at the end of it. (Only one *agriturismo* in Italy let us down, but Booking.com soon put that right). The actual accommodation varied from bed & breakfasts, farmhouses, monasteries, and self-catering apartments to the odd 5 star hotel, and had to be located, particularly on the walking stage, as close to the intended route as possible, and at the appropriate daily distance, bearing in mind ascent/descent as well as linear distance. This was actually a more laborious task than might be imagined, and occasionally, with no accommodation near the

required spot, we would arrange for our host to collect us at a pre-determined location, and to return us there the next morning to resume our walk.

First of all, though, the route itself. In France, now we had given ourselves some leeway, we could afford to deviate from the "official" route. In fact, as any study of the guidebooks will show, there really is no such thing as one discernible "official" route. There is a general, Rome-wards direction, and many routes, diversions, alternatives and recommendations leading thence. We quickly decided we were not going to be purists, attempting to follow in every one of Sigeric's footsteps, but to follow at all times what seemed to us the most practical route to Rome. This meant not only following large stretches of the *Chaussée Brunehaut*, Sigeric's route, even if now under tarmac, but also finding quieter cycle ways. Whilst the Lightfoot guide highlights cycle routes as well as walking routes, it is not always clear just how viable these might be; not only are many stretches not on tarmac (requiring tyre compromises), but manoeuvring a pannier-laden cycle across stiles and streams did not seem an easy option. Using small scale Michelin maps at 1:200,000, the general direction was first planned first and then larger scale maps (IGN 1:100,000) and a combination of Lightfoot and Cicerone recommendations were used to plan a detailed route. Much of our route followed the well-signed *Grande Randonnée* network, although we deviated to include more tarmac on quiet rural roads, as well as taking in some sights just off our route. One benefit of including so much tarmac was that we were not once required to make use of our puncture repair skills! (Prior to departure we had also predetermined various cycle shop locations - very useful for correct tyre inflations). Occasionally we found we could not easily avoid stretches of very busy highways, requiring great attention to personal safety, but we were impressed by the general courtesy of French drivers, who were no doubt in awe of the two giant brass keys I had slung across my panniers as a sign of our holy intent...

Altogether we took fifteen days to cross France, including rest days in Reims and Besançon: from Canterbury, a total of 896 km and an average, mostly leisurely day's ride, of 70km. It could certainly be done more quickly, but was just right for two old guys, rambling and reminiscing as they rolled along. We

cycled through France at the end of July and the beginning of August, and we were struck by the lack of amenities outside the major towns. You will encounter many near-desolate villages, without a single shop or café, or even a water tap, so cycling away from the major routes requires advance provisioning. Even the churches are largely shut outside Sunday Mass times - a great disappointment, as we would have liked to explore more. The larger centres, of course, offered more interest, although even here many individual businesses were closed for *les congées annuelles*. (How French businesses can claim to be more productive than ours remains a mystery...) At least one profession kept going, however, as I discovered in Reims cathedral, when I was accosted by a prostitute while still inside the church, immediately after Sunday's High Mass!

Cycling into towns I would advise a first stop at the Tourist Office, not only for useful local maps, *gratuites* (though there seemd to be widespread ignorance of the *Via Francigena*), but also a *tampon* for the *Créanciale*. Unlike Spain, Holy Mother Church is missing out here, and from Canterbury onwards we found only one functioning church or cathedral that was equipped to give us our precious proof of passage, let alone a pilgrim's welcome. And as for a daily Mass, you'd probably do better in Jeddah...

One small advantage of cycling is that the weight of equipment is less important, albeit only marginally so. It did mean, however, that we were able to pack some rather more elegant leisure wear than when walking. Including bike repair kit and accessories, we probably carried about 12kgs each.

So far, so good, but what happened when we reached Switzerland? Here we were most fortunate, for I managed to prevail on my son's father-in-law, who lives in Bern, to meet us in La Sarraz, relieve us of our bikes and equipment and hand over our pre-delivered boots, staves and rucksacks. At the cost of a decent meal on the terrace of our small hotel, the logistics worked perfectly. To repatriate our bikes, there are several companies that will arrange bike transport on the Continent, although it is not entirely trouble-free. Unfortunately, the firm I chose to do this for us was not especially reliable, and I would not recommend them to anyone. I did, however, transfer two items of cycle equipment to my rucksack: the water bottles and

the small cycle lamp. The latter proved safety-critical later on, during an unscheduled night-time walk along roads.

Once in Switzerland, the logistics were much easier. We used the Carte Nationale de la Suisse maps, 1:50,000, which were perfect for walking, although we did need six of them to cover us as far as the Grand Saint-Bernard. (There is also a set of 1:25,000 scale - even costlier - and, given the generally excellent waymarking, unnecessary.) We deliberately chose not to rely on GPS, being both of a generation that is comfortable with map reading, and in contempt of those with their faces in electronic equipment all day long to the exclusion of the real world around them. On the occasions when we did use the mapping on our smartphones to find our accommodation (we're not complete dinosaurs) it wasn't always helpful anyway, as GoogleEarth stops working in the narrow confines of mediaeval streets! I also took a supply of Royal Mail Special Delivery envelopes with me (free from your Post Office) so that I could post home redundant maps at regular stages, together with all the other useful ephemera that one collects along the way: post cards, guidebooks, etc. Carrying maps was never a burden, weight-wise.

I did make one miscalculation, however, in attempting to cover the 87km and combined 5,580m of ascent/descent from Villeneuve to the Grand Saint-Bernard in only three days. This was physically the toughest part of our journey, in a perpetual downpour of rain. Fortunately, we had fresh, younger legs to inspire us, as my son joined us for the journey from Lausanne to Aosta, and carefully shepherded us to the mist-wreathed summit.....aided at one stage by a mysterious Guardian Angel, who, when we were actually lost on a wooded mountainside, in soaking rain and on our hands and knees, appeared carrying a pink umbrella, and directed us back to the path, before promptly disappearing. I swear.

Given that we were hoping for spiritual refreshment in our journey, the monastery at Grand St. Bernard was a disappointment. More a youth and back-packers' hostel than a place of Christian contemplation, I regret to say. The other monasteries at which we stayed in Italy were not only good value, but actually had a traditional Christian ethos....a great encouragement to weary pilgrims.

Once into Italy, the sun began to shine again, and by now we were well used to our burdens: we had pared down our loads many times in trials in the UK, and were now carrying only 8kgs each (excluding water), the bulkier, warmer clothing for the Alps now also in the post. Given that temperatures reached 40 Celsius on several days of our journey, we were grateful for our rigorous preparations.

Route-finding in the first six days in Italy, up to Vercelli, was problematic. Signage is very unreliable. There are, however, six maps in the series "L'Escursionista" at 1:25,000 which cover the route as far as Ivrea, available from Stanfords. Some Italian Governmental Regions have produced a *Via Francigena* map and guide for their own area, but provision in Tourist Offices is unreliable, as indeed are the variable opening hours of these offices. At 1:50,000, these are adequate as a general guide, but we found that each day's intended walk would have to be reviewed over supper the previous evening, consulting all available material (we still carried the UK guides), and then coming to an agreed route to our next stay, with due regard to distances, terrain and refreshment stops. We soon learned that some signed VF routes took massive detours off *piste*, for little gain in ground covered. And not just waymarked signs: some of the Lightfoot guide's alternatives are extremely prolix. We took it in turns to be map-reader for a day or half-day, thus ensuring that we both equally shared in the blame when we inevitably strayed from our intended route, although by this stage of the journey we had become much less critical of each other's skills, having had our own weaknesses so visibly displayed.

The four or five days around Vercelli, as everyone had warned us, were made miserable by the mosquitos. It is salutary to see the locals going about their daily business, covered head to foot in reddened bites, and apparently taking no notice. I think my Scottish midge remedy - liberal coatings of Avon So-Soft hand cream - helped a little. But we did suffer until at last we had crossed the Po - courtesy of the ever-gracious ferryman Danilo Parisi - and reached Miradolo Terme.

From Vercelli onwards, we used the excellent maps produced by Terre di Mezzo Editore. At a scale of 1:30,000 these strip maps give well-detailed information about the route ahead, but can be problematic if you once stray off the highlighted route (which occasionally we chose to do, or were forced to do because of

construction deviations). It is then that you learn that not all of the map portrayed is to scale, and that not all of the roads and tracks are marked. Endless hours of fun in a foreign countryside! We also found it helpful to carry a smaller scale Michelin regional map 1:200,000 as we occasionally wanted to wander off the narrow strip map to seek our accommodation and could not orient ourselves without this extra information. The Terre di Mezzo maps are, however, seriously good value, and I believe are about to be revised⁽¹⁾ (We found several discrepancies in the edition we were using: new roads, etc.).

Much of the route in the first two weeks in Italy passed through relatively poor communities but we were most overcome by the generosity of the people we met along the way. It was commonplace for café owners to refuse payment for refreshments for *santi pellegrini*, and grocery stores would donate extra provisions when buying our lunchtime food. People in the fields gave unbidden gifts of fruit and, of course, copious advice on the best routes to take, always with a natural grace that filled our hearts and gave shape to the spiritual meaning of our journey. My notebook became full of the names of those who, in their lifetime would probably never see Rome themselves, but for whom I had promised to pray at the tomb of St. Peter.

In Val d'Aosta and Piemonte many churches were shut, although roadside shrines abounded, but as we neared Rome both countryside and churches became more opulent, the latter affording both respite from the heat and and devotional inspiration. Water replenishment was never a real problem but we were careful to refill our bottles at every opportunity. The summer was extremely hot, and on stretches in Tuscany we were warned to be careful of vipers, which we actually saw, including one very ugly three foot long specimen. A staff is essential.

In our pursuit of hedonism, we made one particular deviation from the Sigeric route, and from Sarzana to Camaiore we followed the Ligurian coast, enjoying seafood restaurants and swimming in the sea.

Once south of the Alps we did occasionally encounter other pilgrims, but throughout the entire journey we only ever came across one other person who was attempting the pilgrimage in

one stretch. Mostly this journey was accomplished without the constantly-changing companions that one encounters on the *Camino to Santiago*. We nonetheless did come across - and for a few miles, walk alongside - French, Dutch, Italian, Austrian, Canadian, German and Estonian pilgrims, who were walking for only one or two weeks. The lack of fellow pilgrims makes for a quite different experience from that in Spain, and the long journey to Rome could become quite lonely. This may aid piety, but underlines just how important is the relationship with whomsoever you begin this journey as you are going to depend on your companion(s) for social interaction to a considerable degree.

So why would anyone leave their comfortable existence behind, for the best part of three months, and expose themselves to blistering heat, rainstorms, exhaustion, sore feet, insect bites and stings?

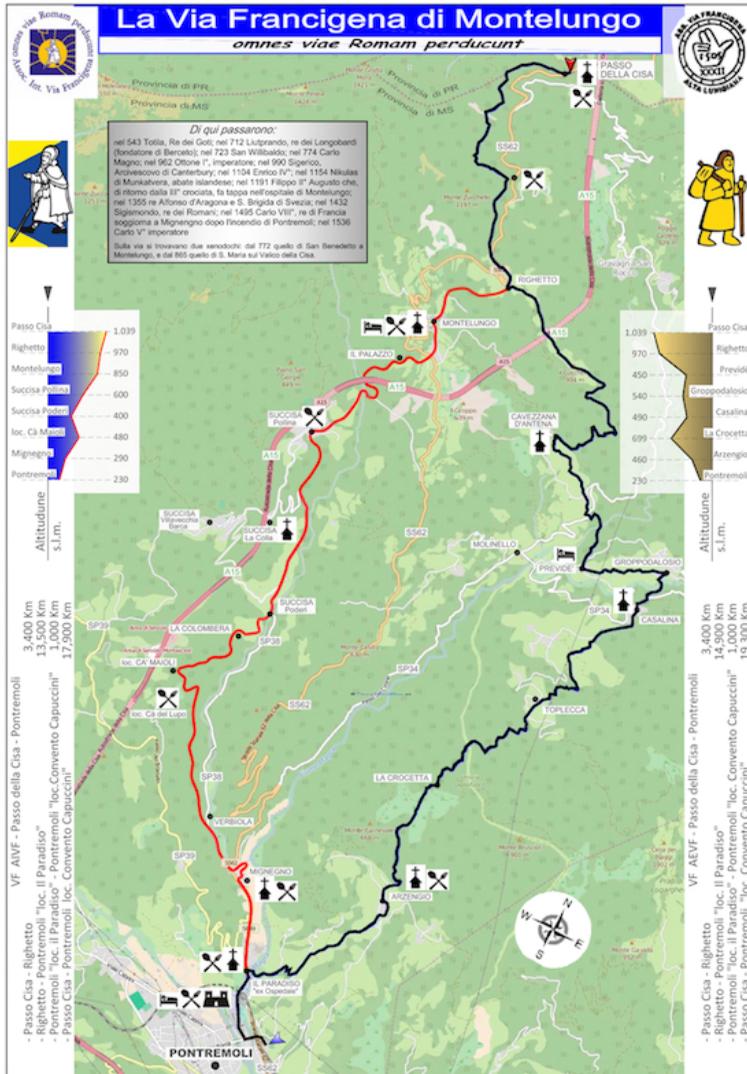
There are no doubt many reasons that such a journey is undertaken and some, no doubt, see it as just another good long-distance walk. But, as I stated earlier, like countless thousands in centuries past, we set out with a spiritual purpose and we were able to engage with our rich Christian, European heritage. The *Via Francigena*, although not yet rediscovered like the *Camino de Santiago*, has a profound history and is arguably more important in the formation of our native islands than the route through Spain. Consequently the single most important piece of advice I could give to anyone attempting the journey would be to thoroughly immerse oneself in its history before setting out. This will be repaid a hundredfold along the way, as images from the past come to life before your eyes.

Whilst in the 13th century Piers Plowman could describe a pilgrimage as "a ritual that eases the conscience of the sinner without improving the moral quality of his life," Richard and I might claim that in the 21st century, even if you've never set foot in a church before, through the ardour and physical exertion of this fabulous journey, you will find a richer and deeper spiritual meaning to existence.

⁽¹⁾*Editor's note:* Monica D'Atti, Franco Cinti, *La Via Francigena, cartografia e Gps*, Milan: Terre di Mezzo Editore, updated July 2015, ISBN: 97888861893399

Historic Route over the Cisa Pass

Alison Raju



Thanks to the work of the to the work of the *Associazione Via Francigena Alta Lunigiana (AVFAL)*, the historic path over the

Passo della Cisa, stage XXXII in Sigeric's itinerary, has now been cleared, waymarked and is open for pilgrims to use again for the first time since it was abandoned in 1937. This route over the Apennines, the *Via Francigena di Montelungo*, links the Cisa Pass with Pontremoli, some four hours of easy walking, mainly in the woods, and is also practicable, with care, in wet weather. 1.4 kms shorter than the former waymarked path it was also the route taken by Leonardo da Vinci when, so legend has it, he stayed in La Colombera (see below).

This path offers much more than a quiet, shorter route down to Pontremoli, though, and as an information poster that the pilgrim will pass as he/she walks along informs us. The building referred to as "Il Palazzo" has always been considered to be the old *xenodochio* (pilgrim hospice) run by Benedictine monks. The building, still recognizable, large and impressive, with a view over the entire Magriola Valley, seems in accordance with that of a structure offering lodging for travellers (pilgrims, merchants, authorities and rulers) and their means of transport (horses, mules, wagons); a veritable "motel" of the past, well-situated in the sun and protected from the north winds. Built near Montelungo, on the wide and well-maintained ancient road, it dominates the meadows, woods (the famous "Cerri della Mura") and cultivated fields, and is visible from afar. For this reason, it is thought that it may have also been the residence of the dominant family of this area, later abandoned to its fate when some of its walls collapsed.

"La Colombera," the other old building of interest located along the route in the parish of Grondola (its name appears to refer to the presence of carrier pigeons) was inhabited until 1937. Surrounded by large fields it is thought that Leonardo da Vinci stayed here on his journey to France (and in his paintings there is often a landscape similar to that of this area). It seems almost sure, too, that the duchess of Parma, Marie-Louise of Austria also stayed here, since a road nearby used to be called "Maria Luigia Road." A scholarly publication on this subject, written by Renato Stoppani, is due to appear by the end of 2017.

The *Chiesa di San Benedetto* (St. Benedict's church) is situated only 50m away from the *Via Francigena di Montelungo* and a similar distance from the *Antica Trattoria Pinelli*, where a pilgrim stamp is available.

Francis Geere R.I.P.

Francis Geere, one of the great friends of pilgrims and a champion of the *Via Francigena*, has died aged 73, from a heart attack while driving near his home in France. A retired diplomat, Francis lived in the village of Nans-sous-Sainte Anne, south of Besançon, where over many years he made all pilgrims welcome. Married three times, with two children from each of his first two wives, Geere was a chorister at Exeter Cathedral as a schoolboy and where he developed a life-long passion for singing. His postings with the Foreign Office included India, Sudan, Saudi Arabia, Qatar, the Congo, and Switzerland.

Paul Chinn has written this tribute:

“He was a much travelled English consular official who retired to live among the beautiful slopes of the Jura in France where he brought with him his love of languages, travel, landscape, history and, above all, people. He was a champion of the Via Francigena and an aid and friend to me and many, many pilgrims passing through Franche-Comté. The route will be the poorer for his passing.

Francis and his trusty mountain bike explored every inch of the roads and pathways between Langres and Sembrancher in Switzerland, constantly seeking to find routes as close as possible to the roads taken by Archbishop Sigeric, and yet practical and safe for the modern day pilgrim, whether on foot or bike. His photographic recall of maps and intimate knowledge of the historic sites of the region led him to challenge the received wisdom of Sigeric passing through Yverdon Les Bains on his return from Rome and made a strong and now accepted case that the sub-mansion of Antiferne was indeed close by Jougne on the Swiss-French border, and not content with this he mobilized his diplomacy to persuade management of the Conifer scenic railway to allow pilgrims to pass along the track side path.

His dedication to helping pilgrims was unmatched. He would willingly travel by car for dozens of kilometres to pluck an exhausted pilgrim from the wayside, whisk them to his home,

La Maison Rose, in the little village of Nans-sous-Sainte Anne close to the waterfall source of the River Lison, to ply them with one of his memorable curries and a little Jura wine, before returning them, refreshed, to the route the following morning.



Photo: Geoff Collier

Francis at the source of the Lison.

His dedication to helping pilgrims was unmatched. He would close to the waterfall source of the River Lison, to ply them with one of his memorable curries and a little Jura wine, before returning them, refreshed, to the route the following morning."

Brian Mooney



Photo: Geoff Collier

Chairman's Reports

Brian Mooney

AGM 5th March 2016

It gives me great pleasure to welcome you all today to the Confraternity's 9th Annual General Meeting. We are a mere micro-second in terms of the Eternal City, but this is a special occasion as this year we are celebrating our 10th anniversary.

It is a full year since I became Chairman, and I would like to take this opportunity of saluting my predecessors – William Marques and Joe Patterson, both founding fathers who, on 18th November 2006, attended the inaugural meeting which established the Confraternity of Pilgrims to Rome. There were just 15 founding members, and they did great pioneering work in putting the CPR on the map.

I am the third Chairman. The number of people who have joined the CPR since we started now exceeds 800 (811 as at 1/2/2016) from 20-plus countries, and we currently have 328 active members. Some 133 new members joined last year. There is still much to do.

I am going to talk briefly about the changes that we are introducing and about our priorities for the future.

The major change is that we have increased our annual subscription for membership – the individual membership, for instance, is now £20 for one year and £40 for three years – and this is the first AGM at which we are levying a small attendance fee.

The increases bring us more into line with similar Rome pilgrimage organisations in countries such as the Netherlands and France, but we are still charging less than our sister Confraternity of St James (where individual membership is £25 for one year and £67.50 for three years). We have also introduced a new option of life membership for the bargain price of £100.

Another innovation is that as part of an initiative to create a wider community we have started to put together a list of

members who have completed a pilgrim journey to Rome. The CSJ is also assembling a database of completed pilgrimages to Santiago. Our list is on the website, and it is very much work in progress. If anyone has a journey to add, please send us an email with the details.

The numbers walking to Rome – certainly those going all the way from Canterbury or from their homes in England – are still relatively small. The statistics kept by Danilo Parisi, the Po ferryman, recorded just over 900 long-distance pilgrims in 2015 of whom 34 were British. But the underlying trends are encouraging. Year by year Danilo carries more and more pilgrims. In 2014 they numbered 735, and the year before (2013) 520 – so they have almost doubled in two years. Many more clearly reach Rome after walking smaller distances. We certainly issue many more Pilgrim Credentials – 170 in 2015 and 171 in 2014.

Back home, we are re-designing our website and also, for the next few editions at least, we are publishing a hard copy of our *Newsletter*.

The decision to print the *Newsletter* and distribute by post has come about because we realised that very few people were actually reading our *Newsletter* on the website! Feedback from the first hard copy distribution was positive.

I would like to take this opportunity to thank Ann Milner who developed, built and ran our original website. It served its purpose well but websites need regular makeovers (the CSJ has a new one, the AVIF has just launched its fourth) – and with Ann working in China we felt the time had come to have a professional re-build.

We are also on Facebook, and our presence there is monitored by one of our Steering Group members, Jonas Ewe.

We are nothing without our members and prospective members. Keeping in touch with you and making our work relevant to you is all-important.

In addition to contacting and staying in touch with members, I have engaged in outreach with sister organisations – Rome pilgrim groups in France, Belgium, the Netherlands, Italy and Switzerland. I gave a presentation on our work at the AGM of

the Confraternity of St James earlier this year, and I joined up with a group of French pilgrims walking to Dover and took part in an AEFV (Associazione Europea delle Vie Francigene) meeting in Canterbury. I also plan to attend this organisation's 15th anniversary celebrations in Fidenza in April.

Apart from the new website, one of the immediate priorities for the CPR is to sort out our own backyard. There are just 30 kilometres of *Via Francigena* in England but it may come as a surprise to some of you here today that these 30,000 metres are not all that well waymarked. It took foreign eyes to show us the problems. The group of French pilgrims I accompanied from Canterbury to Dover last year, expressed first surprise and then amazement that there were no *Via Francigena* signs in Canterbury, no finger posts to Rome, and that the waymarking out of the city was woefully inadequate. As you know we share the North Downs Way to Dover, but there is little or at best dilatory co-branding. I have since made two further visits to Canterbury and spoken about the problem both privately to City authorities and at an AEFV meeting. There are promises that the problem will be fixed and we live in hope, and it is our intention to celebrate our 10th birthday with an organised walk from Canterbury, following the new waymarks.

This brings me to our Steering Group.

We met three times since the last AGM – in May, September and January. These are productive sessions.

We have two new members. Julia Peters is a post-graduate student at Canterbury and has joined us as the CPR's Canterbury representative and she has also volunteered to look after and curate our accommodation list.

Julia is one of our two speakers today. She will be talking about her walk to Rome last year and she will also be telling you about a charity walk she is organising from Canterbury to Dover in a few weeks' time. Making a departure from our customary accounts of non-stop journeys to Rome, our other speaker today, Charles Arthur, will be talking to us about walking to Rome in progressive stages.

Of those remaining, Jonas Ewe, plays a key role in communicating. As well as administering our presence on

Facebook, he also looks after our brand and image. Jim Brodie has taken over as membership secretary and will be responsible for sending out pilgrim passports or credentials. Alison Raju, though not here today, edits the *Newsletter*. Among her much feted guidebooks, Alison has written the Cicerone guides to the *Via Francigena* – the first in English dedicated entirely to walking the route.

Finally Robert White is our Treasurer. He is an invaluable member of the team, and I now have much pleasure in handing over to him for his annual report.

11th March 2017

It gives me great pleasure to welcome you all today to the Confraternity's 10th Annual General Meeting.

It's nice to see one of our founding fathers here, William Marques, who on 18th November 2006 attended the inaugural meeting which established the Confraternity of Pilgrims to Rome. There were just 15 members then, and that founding crew did great pioneering work in putting the CPR on the map. William was our first chairman.

I am the third, and in time I look forward to handing over an ever more robust Confraternity to a successor.

The number of people who have joined the CPR since we started now totals 889 (as at 10/03/2017) from 28 different countries, up from 818 last year, and we currently have some 274 paid up members, including 16 life members. Our finances are in good health, as you will hear later from our Treasurer.

The last 12 months represented a period of transition, with the Confraternity led by a largely new Steering Group.

There have been significant achievements, but there are one or two areas where we could do better; and we are always looking for new ideas and new volunteers.

We have a new, much fresher-looking website, but it is still work in progress – the photo gallery, for example, needs curating – and we don't have the resources to take it further.

Our hard working webmaster, Patrick Tuck, handles updates and maintenance. He has also set up a MailChimp account through which we can distribute routine messages to members and an e-newsletter.

The existing CPR *Newsletter* is a less than happy tale. We produced a large number in the early years – chock-a-block with fascinating articles on the *Via Francigena* – and these were all published on the old website. The problem was that virtually no one read them.

We are now attempting to revert to old fashioned hard copy, but in the 12 months since the last AGM we have failed to get even a single edition out of the door. Is there anyone who would like to take on the task of editing and overseeing the printing of a *Newsletter*?

The CPR's accommodation list is an even bigger challenge. This used to be the jewel in our crown. It was put together painstakingly over a number of years on the back of people's helpful contributions. In the early pioneering days of the *Via Francigena* this was clearly an invaluable tool. But in today's wired-up world, with nearly everyone carrying an android phone or something similar, and with many more hostels, B&Bs, and hotels on the web, such a service is no longer quite so essential. But it is our intention to keep it going. The problem, however, is that people have stopped contributing new information and – more of a problem – we do not have anyone who has the time to edit and keep the database up to date. Julia Peters will be talking to you later about this issue.

Jim Brodie, our membership secretary, has been working hard to get our membership database up to date but there is still some work to do on that.

And finally on the subject of resources, we don't have a secretary to take minutes and issue agendas – light work, but vital.

We have an active presence on Facebook, thanks to one of our Steering Group members, Jonas Ewe. Jonas is also working on a design for a new CPR Pilgrim Passport. The passport or credential is a vital part of all pilgrim journeys, and the CPR takes great care and pride in issuing them. (We sent out 170 in

2015 and 171 in 2014, although only 31 last year, and about a dozen since the beginning of 2017).

A year ago I reported that there were serious deficiencies in the signage leading from Canterbury Cathedral to the exit of the city where pilgrims join the North Downs Way to Dover. I am glad to report that there has been some progress.

There is understandably a lot of interest in Canterbury in the *Via Francigena*, and we are fortunate in having a representative there who is very active and has herself walked the *Via Francigena*. This is Julia Peters who is doing post-graduate work at the University of Kent and which has provided funding for a series of events led by Julia. Julia is creating a leaflet to be made available at the Canterbury tourism office with information on the background of the *Via Francigena*, and a map of the section between Canterbury and Dover. The Beaney museum in Canterbury will display information on the *Via Francigena* on flat screens throughout the museum.

New finger post signs will be placed along the route to guide pilgrims from the Cathedral gate to the outskirts of the city. These will be funded by the CPR. The rural section of the route was re-signed in the autumn by Peter Morris of the North Downs Way.

A new interpretation panel has been placed outside Saint Augustine's Abbey. This is very informative, and has a map of the route guiding pilgrims to where the official North Downs signage begins.

A 2016 Charity Walk led by Julia raised over £2,000 for Save the Children. It saw 45 people walk from Canterbury to Dover, including some CPR members. Julia hopes to make this an annual walk, with the next scheduled for the first weekend in October.

As part of an initiative to create a wider community we have started to put together a list of members who have completed a pilgrim journey to Rome. The CSJ is also assembling a database of completed pilgrimages to Santiago. Our list is on the website, and it is growing modestly each month. It now totals just over 70. If anyone has a journey to add, please send us an email

with date and place of your departure and the date of your arrival in Rome.

The numbers walking all the way to Rome are still only a fraction compared to the avalanche on the *Camino Francés* (278,000 pilgrims were issued with the Compostela in 2016).

The statistics kept by Danilo Parisi, the Po ferryman, recorded 1,176 long-distance pilgrims in 2016. Year by year Danilo carries increasingly more pilgrims, and he now has a new launch – a gift from the local authorities as a sign of how much they value his contribution to the *Via Francigena*. In 2015, Danilo ferried 919 pilgrims, up from 735 in 2014, and 520 in 2013 – so his numbers have more than doubled in four years. The same pattern is repeated with the numbers of British pilgrims – 51 last year, 34 in 2015 and 17 in 2014 and just 9 in 2013.

Danilo is three weeks walk from Rome, and many pilgrims reach there after journeying far shorter distances – you only need walk 130 km from Acquapendente or cycle 400 km from Lucca to qualify for a pilgrim *Testimonium*.

I visited Danilo last year for the third time. Our first two encounters were on my pilgrim walks to and from Rome. Spending time with Danilo is always rewarding.

I was in Emilia Romagna along with Julia to attend the 15th anniversary of the European Association of the Vie Francigene (AVEF). This is the Fidenza-based organisation that has tapped into and pooled the resources of the municipal and regional governments and local business along the way to foster the development of the *Via Francigena*. They have been remarkably successful in putting the *Via Francigena* on the map in Switzerland and Italy, especially in Tuscany, which is beautifully waymarked, though they have been less successful in France.

We have good relations with our French cousins in the Rheims based *Fédération Française Via Francigena*. But the waymarking in France is not altogether a happy story – or rather it is still work in progress – and it is often more advisable to follow a guide book than the waymarks which tend to take pilgrims on devious scenic routes. Long distance walkers, as we all appreciate, do things in a straight line.

This brings me to our Steering Group.

We met twice since the last AGM – in July 2016 and January this year. These are productive sessions but they only reflect a tiny amount of the actual work we do. I would like to take this opportunity on behalf of all our members to thank the Steering Group for their dedication.

I'd also like to mention each in turn:

- Myself – Brian Mooney
- Alison Raju, whose Cicerone guidebooks to Santiago and Rome have shepherded thousands of pilgrims over many years, currently looks after our *Newsletter*.
- Jonas Ewe helps with external communications and design issues, and manages our presence on Facebook.
- Jim Brodie, who is absent, is our membership secretary responsible for welcoming new members and sending out Pilgrim Credentials.
- Julia Peters, our Canterbury Representative, also looks after our accommodation list and she will be talking to you about that a little later.
- Patrick Tuck, a master brewer, is our webmaster, and handles updates and changes to the website.
- And finally, Robert White, our Treasurer, who I will shortly call upon to give his annual financial report.

All the members are offering themselves for re-election.

* * * * *

BOOK REVIEW

DeMar Southard, *Where the Roads Lead*, 2017, 272 pages, printed privately and available on Amazon: <https://www.amazon.co.uk/Where-Roads-Lead-DeMar-Southard-ebook/dp/B06XGJX54W>

This book, by a 60-year-old American walker, is about a pilgrimage – most of it on foot – from Barcelona to Rome. DeMar Southard set out for the Eternal City from Barcelona in 2016 for no better reason than that he had previously walked from there to Santiago de Compostela. There is something attractively anarchic about his journey, and his account has some entertaining comic moments. He thinks on the way, too, sharing some quite sophisticated observations, but there is also

a lot of bauble and twaddle interspersed with some grating asides, including the irritating expression "Go figure".

DeMar makes life hard for himself. He is on a pilgrim budget and speaks neither French nor Italian. At times in France, he either has difficulty reading maps, or he doesn't carry sufficient with him – so he is frequently lost. Getting to his night's destination involves a lot of hard work, often relying on locals for help, and along the way he has an impressive capacity for downing cold beers.

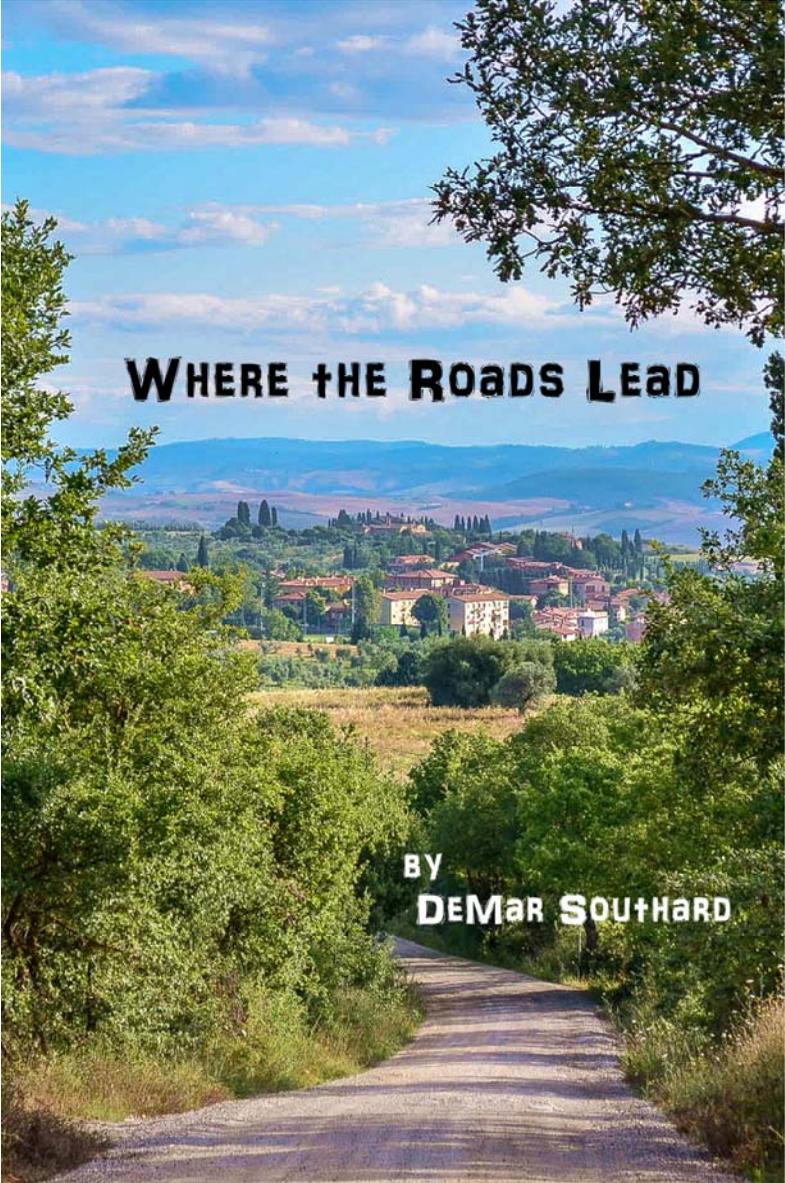
He is not afraid to take the occasional bus or train and gives up altogether on one section of southern France – from Narbonne to Arles – because he is fed up with walking on highways. (Had he known, he could have followed the Canal du Midi towpath at least for some of the way). Even in Italy, he continues to hop on the odd bus or train, and in fact one of the comic highlights of his journey is the train trip he takes to Rome to meet his brother.

Having traversed southern France on the *Via Domitia* and hiked over the Alps to cross into Italy at Montgenèvre, DeMar joins the *Via Francigena* at Vercelli. He quickly discovers that this is not the *Camino*, that it costs him far more than he had expected, and that there are virtually no other pilgrims at all.

"...the *Via Francigena*, he says, "is not a route that one of limited means should undertake unless frequent camping in the wild is within your comfort level. In fact, here's a word (literally) to would-be *Via Francigena* pilgrims: Sardines. If you are not wealthy and don't like sardines, either get wealthy or learn to like them.

"The *Via* can be a lonely place," he adds. "If you set out alone, you will probably walk most of the way to Rome alone."

DeMar complains frequently about the high cost of accommodation and he seems to forget that Europe's hard-stretched and often elderly Catholic clergy are not there to cater for middle class long-distance walkers, but he reserves his biggest gripe for the way in which the Vatican welcomes – or rather fails to welcome – pilgrims on foot. He is not alone here.



"The whole affair of the testimonials was very off-putting and unwelcoming. I imagine it was somewhat similar to the experiences of returning to a health clinic to retrieve the results for an STD test. I will write a letter to Pope Francis to tell him about my experience. The Spaniards in Santiago could teach the Romans a few things about welcoming pilgrims."

Brian Mooney

* * * * *

Additions to the CPR Library, July 2016

Margaret Simonot

- Gallard, B. and Chinn, P.: *Walkers,' Cyclists' and Horse Riders' Lightfoot Companion to the Via Francigena; Canterbury to St. Peter's Square, Rome*. France, Pilgrimage Publications, 2012. 181 pp. Location: CPR. Acc. no: #6264
- Griffiths, Julia: *A Pilgrim's Way - the Via Francigena; from Fornova to Rome*. 2011. 3pp. Location: CPR PAM 48. Acc.no: #6247
- Page, Christopher: *In Saints' Footsteps. An account of a group walking from Stonyhurst walking from Orvieto to Rome*. 2006. Location: CPR PAM 46. Acc. no: #6241
- Brown, Sandy: *The Way of St Francis. Via di Francesco: From Florence to Assisi and Rome*. Cicerone, 2015. 283pp. Location: CPR.
- Walsh, Michael: *Every Pilgrim's Guide to Rome*. Canterbury Press 2015. 244pp.

CPR Library This is situated in the CSJ offices at 27 Blackfriars Road, London SE1 8NY (020-7928-9988), upstairs, with the CSJ library. Details of the items held can be found via our website. Open every Thursday between 11am and 3pm and at other times by arrangement.

Secretary's Notebook

Brian Mooney

Membership The CPR has members from Australia, Belgium, Canada, Cyprus, Denmark, Finland, France, Gibraltar, Hong Kong, Iceland, Ireland, Italy, Netherlands, New Zealand, Norway, Poland, South Africa, South Korea, Spain, Sweden, Switzerland, the United States of America, and the United Kingdom.

As of August 2017, 103 new members have joined this year, and a total of 103 pilgrim passports/credentials have been sent out.

Membership rates continue as follows:

Individual: One year: £20, Three years: £40, Life membership £100.

Two people at the same address: One year; £30, Three years: £50, Life membership: £125.

Accommodation Recently-returned pilgrim have reported favourably on the following:

Vercelli: Pilgrim hostel at Convento Billiemme □ Corso Salamano 139 (on the southern outskirts of the town, 0161 250167).

Vetralla (17 km after Viterbo) The Benedictine nuns in the Monasterio Regina Pacis on the *Via Francigena* itself on the way out of the town provide inexpensive accommodation (including breakfast) for pilgrims: Strada Giardino 4 (0761 481519, email mon.benedettine@libero.it).

New pilgrim hostel in Campagnano di Roma

This new *ostello* have sent us the following details of their new pilgrim accommodation, located just off the *Via Francigena* where it enters the old part of the town:

Ostello Campagnano, Via di Sant' Andrea 57 ([331 6004982](tel:3316004982), email info@ostellocampagnano.it)

For pilgrims with their own sleeping bags they charge €20 per

person per night, which includes breakfast and a plate of pasta for dinner. Check in is from 11.00, the *ostello* has a kitchen with cooking facilities, a garden and can also provide a baggage transportation service.

The owners of the *ostello* also run a B&B: www.casanelborgo.it (And since they sent us this information in English we are assuming that you can contact them in English too...)

New edition of the LightFoot guide to the *Via Francigena*

Paul Chinn who, together with Babette Gallard, is the author of this guidebook, has asked us to pass on the following information to our members:

The 6th edition was released in April 2014 and in addition to a plethora of information on accommodation and vital services, they contain detailed instructions at every significant junction. Both the official and historic routes and historic routes are fully described with detailed scale maps embracing both. A 7th edition is now in preparation.

The guides are written primarily for walkers/hikers but with additional information for cyclists and horse riders. They are available from all good bookstores and from www.pilgrimagepublications.com, where you can also purchase an e-book version. The authors are also awaiting final release of an Android app for the full route. This will initially be for touring bike cyclists but will be followed by a full hikers' guide.

Arrivals in Rome

As members who have checked our website will have noticed, it would *appear*, from the details provided there that only sixteen pilgrims arrived in the Holy City during the period between September 2015 and June 2017, nine men and seven women. One started in San Gimignano, one in Lausanne, the rest in Canterbury and all made their pilgrimages on foot, apart from the two who "hybrid pilgrims" who both "rode" and "strode" and whose journey is the subject of the article on pages 21 to 29 of this issue.

We don't know where all the rest of you are hiding but – wherever you are – please come forward, contact our secretary, tell us when and where you started, what date you finished, whether you made your pilgrimage on foot, by bicycle or on

horseback and which country you are from, so that we can update our website with the total numbers and publish the recent arrivals in the next edition of our *Newsletter*.

* * * * *

Articles are always welcome for future issues although, in the interests of variety, we do not normally include more than one account of a pilgrim journey per issue. Note, however, that the views expressed in our *Newsletter* are those of the author, and do not necessarily reflect those of the CPR.

When submitting articles (most versions of WORD are acceptable – short items can be sent by email) please do **NOT** use automatic/preset formatting as this causes a lot of problems with the layout and, if you include photos, please send them as separate files, indicating where they should be placed in the article, i.e. not integrated into the text formatting.

As a rough guide substantial articles should be somewhere between 1000 and 1500 words, according to the subject matter, but we can be flexible. Book reviews (300-500 words maximum) are also invited, as is also information for the “Secretary's Notebook” section. Please check the spelling of all French and Italian words and place names very carefully **BEFORE** you submit your article and ensure that you have included all the relevant accents on any foreign words you use.⁽¹⁾ If you are preparing a very lengthy item it will help to alert us to this in advance but please note that we only want to receive the **final** - not a draft – version of your article or book review. Note, too, that we do not publish either blogs or diaries but if you would like to donate a hard copy of one to the CPR library you should contact our librarian: librarian@pilgrimstorome.org.uk

After 11 years and 23 issues the present editor, Alison Raju, is handing over the *Newsletter* Editor's job to Mary Kirk, who those who attended the AGM in March 2017 will have heard speak about her pilgrimage along the *Via Francigena*.

Please send future articles and book reviews to her: mary.kirk@btopenworld.com

(1) If you are not sure how to do this try putting “foreign characters using short-cut keys” into the ‘HELP’ section of your word-processing programme.

Confraternity of Pilgrims to Rome

Founded November 2006

www.pilgrimstorome.org.uk

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CPR Publications

Rome: the Early Church. A Pilgrim's Guide. (*Pilgrim Guides to Rome 1*).

Howard Nelson, 2011.

The Einsiedeln Itineraries: A Pilgrim's Guide to Rome in Charlemagne's Time. (*Pilgrim Guides to Rome 2*).

Howard Nelson, 2013.

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These publications are available from the Confraternity of Saint James Bookshop, 27 Blackfriars Road, London SE1 8NY. This is open for personal visits from 11am to 3pm on Thursdays or at other times by appointment.

The CSJ's online bookshop can be accessed from its website: www.csj.org.uk

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