

APPENDIX.

ON THE MODE OF TRAVELLING IN SPAIN.

THOUGH during the whole of the 17th century Switzerland, Italy, France, England, and Holland had been constantly travelled over by foreigners, yet it is not thirty years since a journey in Spain was considered as an expedition to the end of the world. For how could any one wish to visit a country, which, in the discredit it had acquired by the terror of the inquisition and the barbarisms of its manners, offered the foreigner no compensation for the dangers and inconveniences of all sorts he must there experience? As none therefore but a few political, military, or commercial adventurers, had as yet encountered these obstacles, their accounts induced men fifty years ago to think Spain a country of savages, whose inhabitants were nearly on a par with the Hottentots.

But during the last five-and-twenty years this opinion has in some measure changed. The advances made by the Spanish under Ferdinand VI,
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and still more under Charles III. soon attracted the notice of english and french observers, who rising above prejudice, began to visit a country which promised some interesting discoveries to the lovers of history and philosophy, to the moralist, and to the statesman. It was the english traveller Twiss who in 1770 first awakened public attention to these improvements, and Bourgoanne and Townsend in spite of the unjust sarcasms of Swinburne confirmed the opinion of their predecessors.

The writer of the foregoing letters has had occasion to traverse Spain in all directions, and has here collected all the information he was master of relative to travelling post, hired carriages, public roads, inns, &c. which he hopes may form a tolerably complete treatise on the mode of travelling in Spain; and as foreigners who would visit that country with a view to mineralogy, botany, or commerce, or even from mere curiosity, will in all probability increase, he thinks he is doing some service in publishing his observations; and the more as his own experience has made him too sensible of the want of similar information.

Hitherto there have been no regular posts or stage coaches in Spain. It is true, count Florida Blanca, while minister, once established at the king's expense a diligence between Madrid and Bayonne at the moderate price of twelve piastres (pesos

(peſos fuertes or dollars of twenty reals de vellon) excluſive of meals ; but the intrigues of the coachmen or owners of hired carriages and innkeepers ruined this eſtabliſhment, the bad adminiſtration of it cauſed great diſguſt in the outſet, and the great loſs ſuffered by the treaſury the firſt year prevented ſimilar diligences from being ſet up to Cadiz, Badajoz, and Barcelona. That of Bayonne however continued till the war with France broke out, when the undertaking ceaſed of itſelf for want of paſſengers, and it is probable will not be reſumed. The poſt extraordinary conſiſts either of mere poſt ſaddle-horſes (monturos) or poſt-carriages and horſes. Every traveller who has health and ſtrength to endure the fatigue may travel on poſt-horſes ; but then he muſt ſet out from a town where there is an office for that purpoſe, at which he may apply for a paſſport or licence to travel poſt : otherwiſe it would be impoſſible for him to obtain horſes in the miſt of his journey, as for inſtance between Madrid and Badajoz, whatever neceſſity or inclination might ariſe for diſpatch, or for leaving his own horſes or carriage on the road and riding poſt. The motive of this regulation ſeems to be a prudent precaution of the government to prevent ſuſpicious perſons from entering and advancing into the heart of the kingdom, or perhaps through ſome relation to the general organization of poſting, becauſe the roads in great meaſure tra-verſe mountains,

mountains, and the post-masters are generally only venteros or inn-keepers, who happen to be disseminated over the surface of the country. But when the abovementioned passport is obtained, it contains an order that the traveller be expedited in half a quarter of an hour, unless a total want of horses prevent.

The posts or stages are two spanish leagues, and must be performed in three hours. The price according to the tarif is for two horses including the traveller and the postillion four pesettas per post or about three shillings, and the drink money to the postillion is fixed at two reals; but it is always necessary to give them double and consent to pay for their dinner besides, both in order to procure the best horses and to avoid other bad consequences of displeasing them and acquiring their ill-will. To these extras must be added the expense of some refreshments for the traveller himself, which will amount to ten reals per post of two leagues, but then he will travel exceedingly well, and may reckon upon having strong and active horses, that will carry a portmanteau of fifty or sixty pounds weight and will besides be always quickly dispatched. If the traveller has also a good english post-saddle, he will go forty or fifty german miles in two days, which notwithstanding the rapidity of the journey will cause little or no fatigue. Should the traveller however be unwell, and obliged to rest

rest for a few hours or even a whole night, he may do it; but those who arrive in the mean time will then have the preference, and he must be contented to run the risk of finding no horses when he wishes to continue his journey.

As to the *post extraordinary in carriages*, the post-masters are obliged to supply two persons having their own carriage and baggage not exceeding two hundred pounds weight with two horses, and the price is the same as for saddle-horses. For the post-chaise itself, if that be also taken of the post-master, they pay four reals each post, and the postillion's fee is taxed at two reals. We must reckon therefore upon paying twelve or thirteen reals per league; but then we travel very fast, and go for instance from Madrid to Cadiz, which is one hundred (faxon) miles, in four days and four nights.

Those who do not choose to travel post go in hired carriages, and this is the mode generally adopted. In all towns of any consideration are caleferos, almost all from Valencia, Murcia, or Catalonia, who convey travellers into all parts, even to Perpignan, Bordeaux, and Lisbon. They have heavy coaches for six passengers drawn by six mules, or chaises (calefas) for two with one or two mules. They go from six to eight spanish leagues a-day or at most six german miles, and their price is in proportion to their number of mules.

They are generally paid two piastres a day each, but the following observations must be attended to.

A carriage may be hired either direct out or on the return. In the first case you must pay the journey out and home, which if the distance be great amounts to a considerable sum : but you are rarely obliged to hire them out and home, because most of the proprietors of carriages go to the great towns on speculation. In the great inns of Madrid, Cadiz, Seville, Badajoz, &c. are always found carriage-brokers (*corredores de carrúages y coches*) with a list of all these carriages, for which they endeavour to find passengers. Thus it becomes easy to find return carriages, and then the mere journey itself is paid for ; but you must treat with them very coolly, and pay no attention whatever to the advice of the inn-keeper, nor to the language of the broker, and insist absolutely on this condition. As soon as they perceive you will not give more, the driver will come himself and endeavour to make a bargain with you. If it should happen, as it frequently does, that several of them are going to the same place, and especially to the sea ports, which they prefer to any other journey, you may have your choice, and may even sometimes make them lower their price several piastres.

The *first rule* therefore to be observed is to agree not to pay the return. The *second rule* is to avoid being cheated in the number of days journey.

Bayonne

Bayonne for instance is sixty spanish leagues from Madrid, and the journey may easily be performed in eight days. The price therefore for six mules at two piaftres each per day amounts for eight days to ninety-six piaftres; but an artful driver may employ ten days on the road, either to save his mules or to charge two days more. To avoid this it is necessary to procure exact information, and stipulate with the muleteer to perform the journey in a certain fixed space of time, under pain of deducting one third of the fare. The *third rule* is never to agree to give a farthing extra, neither for the driver, nor the mules, custom-house dues, repairs, &c. If the traveller agrees to pay for the driver's dinner, or for other mules, the number being still fixed at two, it will amount to an enormous sum. It is better therefore to promise them in general a reasonable drink-money, about four piaftres. Neither must you agree to pay for their tobacco, which they frequently ask. An unexperienced traveller would consider this as a trifle; but he would soon perceive with what effrontery his indulgence would be abused, and with what liberality they would give some to all their acquaintance at every inn at his expense, which considering the enormous price of tobacco in Spain (three piaftres a pound) becomes a considerable object. The *fourth rule* is that as by paying for the six mules you obtain an exclusive right over

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the carriage, the driver has none to take any other passenger without your express permission even upon his own seat: whereas the traveller may let out a seat if he chooses or admit a passenger gratis.

Fifth rule, If you should happen to wish to stop a day upon the road, the driver is obliged to agree to it provided you pay him his day's journey, and the same if you wish to go round to some other place, and in this case three or four Spanish leagues would be considered as half a day's journey. But as it is sometimes the interest of the muleteer to rest his mules, he may on these occasions be induced to accept two thirds of what he might charge.

Sixth rule, The driver is responsible for every trunk and bundle you confide to his care, except in case of robbery by force.

Seventh rule, In making your bargain you must not forget to express in what money the payment is to be made: for as there is in some places a profit on silver, as at Barcelona and Bilboa, they are accustomed to make their demand in going from those places in doubloons, on returning thither in piastres. You should take care however to make your bargain to pay in the money you may have, without obliging yourself to change on purpose to make the exact sum.

[*Eighth rule,* Never show much money in travelling.]

It may easily be conceived that a single traveller will rarely be induced to hire a carriage with six mules,

mules, which is only used for families or parties; when alone it is better to hire a single place. If the muleteer does not find an opportunity to let his whole carriage to one party, he endeavours to find several travellers, and then makes his first bargain at the rate of three or four piastres, and the rest for something less. These are often advertised, and if three places are taken the fourth may frequently be had for a piastre or one and a half per day. The two first places give a right to take a portmanteau; but the muleteers make no difficulty to take portmanteaus, packets, &c.

If there are no single places to be taken, the traveller may hire a calefa or a kind of one-horse chaise to which the above observation relative to the return will also apply. The charge is then two piastres per day for one mule, and if your baggage is trifling, that is if it does not exceed fifty pounds, you may diminish your expense by taking another traveller. To determine the lawful weight it suffices to know that they reckon from seven hundred and fifty to eight hundred pounds for a draught mule. The caleferos being generally proprietors of their vehicles, and dreading a long stay in the great towns, you may frequently make them abate one third of the price, but you must never forget the above-mentioned precaution of fixing the number of days. It may also be observed, that, however antique the form of these vehicles may be, they

are tolerably commodious, and get to the end of the journey quicker than larger carriages.

The caleferos and cocheros are to be treated in a peculiar manner; without severity or rudeness, but at the same time without submission or deference. A dry serious comportment, a tranquillity and equality of manner, a certain degree of dignity, and unshaken firmness, are indispensably necessary in dealing with these kind of people. It is not however requisite to have any written agreement; for notwithstanding the roughness of their character, they are very faithful to their engagements. But if you wish it, you may make them just sign the sum agreed on, and have two counterparts signed by both parties.

If you do not choose either to travel post or in a hired carriage, you may ride on horseback (a caballo) as the Spanish call it even when they ride on a mule. In this case you may hire a mule and muleteer (mozo de espuelas or groom of the spur), and you may then perform your day's journey of six or seven Spanish leagues pretty quick, these muleteers, who also perform the office of a servant, being generally very good runners. The price for a mule is a piastre a day; sometimes however it is a piastre and a half. In that case the muleteer besides his keep has another half piastre for his trouble. As to meals you have only

only to agree for two common dishes and a quartillo or pint of wine for each meal, and the rest at the will of the traveller. This arrangement is particularly to be recommended to those who do not make an object of avoiding expense, and who love to travel without trouble or having any thing to think of. The muleteer generally proves a faithful and very agreeable companion, who knows all the roads and the country perfectly well from having frequently travelled it. He takes care of the dinner for his master, and by his influence with the people of the house and knowledge of things in general reduces the bills within just and reasonable bounds. With these muleteers you may travel from Victoria to Cadiz, and have nothing to pay for the return.

Those who think all these methods too expensive may engage with arrieros (muleteers). These men have either mules or carriages. In the first case the price is a pesetta a league for a mule, or a piastre for five leagues, and the traveller has a right to carry his baggage to the amount of ten or eleven arrobas; (from two hundred and fifty to two hundred and seventy-five pounds weight). You are not obliged however to keep in the rank with the other mules, but may go on before if you choose so as to arrive early at the inns. Only you must then take care not to have a lame, blind, or restive mule, which fre-

quently happens. In this case you have neither to pay the return nor any other extras.

If you are not accustomed to Spanish cookery, it is well to make a general agreement with the muleteer or arriero for your eating, wine, and bed, and rely upon him for the payment. In this case for a journey of from sixty to seventy leagues you will pay from sixteen to nineteen piastres, and will avoid being overcharged by the innkeepers, which is a considerable saving; for it is natural that a traveller must pay three times as much as an arriero who travels the road every month perhaps, and whom the landlords have consequently an interest in pleasing.

This last mode of travelling is that which I should recommend to mineralogists and botanists. For thus they will not go far in a day, they travel slow, and the arrieros traverse the highest mountains, where learned men will always find matter for discovery. You have also frequently the advantage of travelling in large parties, for it is not uncommon to see thirty mules together; so that you may stay some way behind without danger of losing the road. Nor is this mode of travelling at all degrading, since it is adopted by ecclesiastics, merchants, and even by men of consideration in all these classes. The same indeed cannot be said of hiring half a mule and keeping in the rank, the beast being half loaded with goods. The price would then be

as for a portmanteau in proportion to the weight, and as a piaſtre is paid for an arroba (twenty-five pounds) a man weighing about one hundred and twenty-five pounds (nine ſtone) would pay for the ſame road five piaſtres. But this mode of travelling is ſo diſgraceful, that travellers of this kind are ſaid to travel *por arrobas*.

Other arrieros carry goods in carts. Theſe are more frequently ſeen in the inland parts of Spain, eſpecially in the ſouthern provinces, than in the north; but, conſidering the improvement that has taken place in the roads, over the mountains, it would be equally eaſy and advantageous to introduce this mode of travelling more generally. A mule cannot *carry* above three hundred pounds, and even then he is very heavily laden; whereas he can *draw* near eight hundred pounds. Since conveyance by ſea has been ſhackled in conſequence of the war, theſe carriers are ſeen from Liſbon as far as Barcelona and from Cadiz as far as Bayonne. They have covered two-wheeled carts drawn by four mules, and there are very commodious ſeats for paſſengers. The expenſe by theſe carriages is lighter, and you may thus go one hundred leagues for eleven or twelve piaſtres including a large trunk. As theſe carriages alſo go very ſhort ſtages, and travel very ſlow, ſo that the one hundred leagues from Cadiz to Madrid take fifteen days, they would alſo prove very convenient for minera-
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logists and botanists. Add to this the advantage of being able to sleep all night in the carriage, especially in summer, which, if the traveller takes a mattress with him, is far preferable to the dirty infectious beds at the inns.

In general there are ordinarios or couriers, that go and return regularly between the great towns, whether with mules or in carriages; as for instance from Bilboa to Madrid a courier goes regularly every fortnight, and another every week; and from Madrid there are ordinarios every fortnight for Malaga, Barcelona, Badajoz, &c. and every one comes to his particular inn, which is fixed and easily known by enquiry or by referring to the *almanach mercantil*. There is sometimes a want of opportunities to go directly from Madrid to Lisbon, but then you have only to go three leagues beyond Badajoz to Elvas, which is the first fort on passing the portuguese frontiers, or three more leagues to Estremos, and you will find a multitude of return carriages. The *ordinario del rey* also goes every month with the dispatches from the court of Madrid to that of Lisbon, and takes with him at a very reasonable price such travellers as are recommended to him.

As to the mode of travelling on borricos or asses, in going a journey of only a few leagues they may serve very well: if the proprietor is of the place you are going to, you pay at most only one or two
reals

reals the league. But on a great road, if you would hire a borrico from village to village, not only you would find none on account of the distances, but if you did, you must pay for going and returning six reals per league. Besides this mode of travelling is extremely inconvenient. A rough tottering beast, frequently restive, without bridle, guided by a pole, and kicking every time he is struck, flying from one side to the other, and throwing his rider three or four times in a league, would soon disgust any one with this conveyance. The most skilful rider would lose his character, and I doubt much whether he could govern such a *caballo*, or would escape some unlucky accident.

To travel alone and on foot in Spain would be attended with numerous inconveniences, nor do I remember to have met a single traveller on foot any where, except between two villages very near each other. Pilgrims, soldiers, monks, beggars, in a word all those who in other countries travel on foot, almost always travel here in company with an arriero or some carriage, and a foot traveller arriving alone would run a risk of not being received at the inns. Add to this the great distances between the towns and the insecurity of the roads, which is by no means exaggerated, and it will be evident that pedestrian journeys are not so practicable in Spain as in France or Germany.

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What I have here said of the insecurity of the roads must not be understood to extend to every part of Spain. It is true that robberies and assassinations are by no means uncommon; but the government are constantly endeavouring to render travelling more and more safe by daily sending out soldiers on the great roads for that purpose. Besides robbers do not in general attack foreigners; their cowardice directs them only to Spanish traders, concerning whom they are possessed of some particular knowledge, or such *arrieros* as they know are entrusted with specie, &c. If therefore you take proper precautions at the inns, and do not show your money, you have nothing to fear.

I shall now proceed to give you a few observations relative to the roads. The opening an easy communication between the different provinces and between their respective towns threatened to be attended with infinite difficulties. The enormous mountains that divide them, and the accesses to which have been obstructed in ancient wars, seemed to confine the inhabitants within the limits of their own provinces; besides which this the want of industry and the mutual hatred of the inhabitants added still greater obstacles, and afforded no encouragement to surmount them. Even within each province to establish a communication between the different towns was very far from
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easy. A great number of small rivulets which fall from every mountain, and which in consequence of the frequent rains in spring and autumn inundate the country in all parts, thick inaccessible forests upon the mountains, the marshy and insecure ground of the plains, all contributed to deter foreign travellers and even Spaniards.

But how much surprised would not a traveller be, who, knowing the roads of Spain merely by the fabulous account of Madame Daunoy or of the elegant Barretti, should behold them in their present state! It was reserved for some wise minister and especially the conde de Aranda to bring about this happy change. By slow degrees royal or high roads (*caminos reales*) have been constructed throughout the greater part of Spain, which in many places surpass the roads of Germany and even the new roads in France. I shall here only mention those of the Peña de Orduña, the Sierra de Guadarrama, and the Sierra Morena, concerning which I shall appeal to every traveller who has seen them. In like manner the roads from Bayonne to Madrid and all the sea-ports are excellent, excepting that to Barcelona, which in various parts, in consequence of the almost insurmountable difficulties it had to contend with, is horribly bad. Several roads in Old Castile, as for instance after passing Burgos, and in Arragon, are still susceptible of much improvement; but in general, as I have
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already said, the high roads in Spain are as good as possible. They are well cut, broad, sustained in the hollows by walls, adorned with strong and magnificent bridges, and furnished with direction posts and every possible requisite.

If the motives I have pointed out above formerly deterred people from travelling, how could it be expected to find good inns? Even after these roads were opened, travellers found it difficult to meet with sleeping-places at convenient distances on account of the remoteness of the towns arising from the depopulation of the country. It therefore became necessary to build *ventas* or solitary inns (posada signifying similar houses of entertainment in towns and villages), and there are now either *ventas* or *posadas* every three or four leagues.

It is true that in Spain the inns are in general totally different from those of France and other countries, and a traveller accustomed to these last cannot but think them intolerably bad: but we must view them according to the customs of Spain, where the number of travellers is so small, that it does not answer for innkeepers to be prepared for them beforehand; so that travellers are accustomed to bring their provisions with them or purchase them at the place where they stop, and the innkeeper keeps nothing but wine, oil, vinegar, bread, and other necessaries. Thus you may easily imagine what a traveller must expect. The people of

the house however will always procure for him meat, eggs, fish, &c. without much difficulty (except in some very rare cases) especially at the posadas.

More inconvenience will be found at the ventas, where the ventero or landlord having generally very little capital is obliged to fetch his provisions which are liable to spoil, such as meat and fish, from a distance of three or four leagues. Hence, if other travellers have passed the preceding night there and the messenger is not returned, you may find nothing but bread, wine, or at most eggs; but from this no universal inference should be drawn, for in general you will find both at the ventas and posadas all the necessaries of life.

As to the apartments and beds, they are at best passable in the posadas of the villages, but at the posadas of great towns they are not to be complained of. They have beds broad enough for three persons were it needful, mattresses, sheets, and clean coverlets; in short nothing is wanting in this respect. The ventas are generally spacious and substantial buildings with stables, sheds for carriages, and large gardens, and they are almost always situated on eminences, so that the rooms are airy and command a very fine prospect. In Valencia I found ventas, that might be compared with the finest country-houses in Switzerland.

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The prices at these inns are very various, and the traveller is always charged according to his carriage and equipage, his appearance, and the local dearness of provisions. Great complaints have been made of Spanish innkeepers in this respect, and yet much may be said in their favour. In the first place, the price of provisions, especially bread and meat, has considerably increased in Spain; and secondly, the innkeepers pay enormous rents to the monasteries, churches, individuals, or hospitals, to whom their houses belong, or of which these have the usufruct. How then could they subsist and maintain their families, if they did not reckon upon the profit derived from their guests? According to an average computation, travellers pay three or four reals for a bed, four reals for a plate of meat with vegetables, &c. two reals for a pint of wine, even where it is dearest, and often only one real, also one real for house-room or house-noise as it is called (*ruido de casa* or simply *de casa*) whether for an hour or for the night, and a few quartos to the girl that waits for pin-money (*por alfileres*).

Whoever wishes to travel in Spain with advantage or pleasure, ought at least to understand Spanish well enough to learn to speak it in a short time. Nor can any one travel with satisfaction, who does not endeavour to accommodate himself

to spanish dishes, and to eating cold meat, which indeed is most conducive to health, especially in hot climates. In this case the traveller may make a considerable saving, if he buys his provisions at the good inns, and only pays at the bad ones his real for *ruido de casa*. It is also both convenient and agreeable to have what the French call a *neceffaire de voyage* [or small chest of utensils about the size of a large portable desk] to which should be added a good *bota* or flexible leathern bottle that has been well seasoned by use, because in some places the wine is better or cheaper than in others.

As to religion I should strongly advise every protestant to consider the mode of worship of the country as an affair of police [or a right of hospitality] which ought to be respected, and therefore to conform to whatever the established system may require. It is true that of late years the inquisition has become little more than a mere tribunal of morals, so that no peaceful protestant is molested for his belief. The Spaniards seem even to have thrown off all religious hatred, and begin to be more tolerant. Nothing however is more easy, than by observing a few ceremonies, which are very soon learnt, and by sparing the prejudices of the weak minded, to procure, if not great and important advantages, at least pleasing marks of esteem and confidence, especially from the fair sex. You must therefore by no means appear to despise

or neglect the *mas*, the processions, or *las animas*. A prudent man will generally avoid opening his mouth on this subject; for politeness alone should prevent his casting ridicule, even where merited, on things for which the majority of the people feel a profound veneration.

As to the best season for travelling in Spain, I think the most convenient is from April to October. Mr. Townsend indeed prefers the winter for the southern provinces on account of the heats; but I am not of his opinion; for the heats are much greater in the heart of Spain and among the northern mountains than on the southern coasts, where the sea breezes always temper the heat of the sun, and where the nights are almost always cool. I have resided in Andalusia in the hottest months, viz. July and August, and have frequently continued in the streets till eleven o'clock in the morning without ever experiencing a coup de soleil or any other evil consequence. Besides in the southern provinces the frequent rains that prevail during winter render that season very inconvenient for travelling, add to which the shortness of the days, the gloominess of the weather, and the irksomeness of passing long evenings in the *posadas* and solitary *ventas*. When any one travels from the north of Spain to the south, he will gradually accustom himself to the climate, and if during the hot months you travel in the old

spanish manner in the mornings and evenings, you will suffer but little from the heat, and will enjoy all the pleasures, that country affords during the three best seasons of the year.

As to specie it must be observed, that no money is current in Spain but that of the country. In Biscay however you may get rid of your french money, though with some loss. The best method therefore is to take spanish money at Bayonne, which may be done, if not with a profit, at least without loss. When in 1797 I passed through Bayonne in the spring, I exchanged my french crowns of six livres for spanish doubloons at one and a half per cent profit in consequence of the scarcity of the one and the abundance of the other.

I shall conclude with a few observations on sea-voyages to and from Spain. To go from the north of Europe to Spain the best method as appears to me is to embark in the Sound. For there more ships are to be found than elsewhere, and you may choose the nearest port of Spain if you prefer it, as San Sebastian or Bilboa. The passage, board included, will cost about fifty piastres. If you go from Hamburg during the proper season, you will find ships for Bilboa every month, and you will pay for your passage and board thirty or forty piastres; nor is there any want of ships for Spain at Amsterdam.

If you go from France you will from time to time find ships for Bilboa at Nantes and at Bordeaux, that will take you for ten or twelve piaſtres or even leſs, but excluſive of board. From Bayonne transport veſſels called chaffe-marées ſail almoſt every week in ſummer for Bilboa, in which a paſſage coſts twelve livres or at moſt two piaſtres and a half. There is only one inconveni- ence; that theſe ſhips are ſometimes detained in port twenty or thirty days, on account of the bar, a delay which is extremely diſagreeable. From England ſhips may always be found at London and Briſtol for Bilboa or any other port; and to return from Spain to England, ſhips may always be found at Bilboa. The paſſage including board coſts forty or fifty piaſtres. If you go from England to Cadiz or the contrary, you had better go on board the packet from Liſbon to Falmouth, the paſſage by which is eighteen guineas.

To go from Italy to Spain you may embark at Genoa for Barcelona, becauſe ſeveral veſſels go and return between theſe ports every month; and during peace there are packet boats under the king's orders every fortnight. You pay according to the part of the veſſel you chooſe four or even ſix piaſtres, and as to board, for the common fare of the failors four piaſtres more, or at the captain's table twenty piaſtres. The ſhorteſt paſſage is three days, the longeſt eighteen. You may alſo embark
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at Marfeilles, where italian veffels often come, or you may find veffels belonging to Marfeilles itfelf, or Triefte, Naples, &c. bound for Barcelona. In France and Italy you will derive a great profit from piattres, but in Spain their exportation is prohibited; thofe therefore who cannot do otherwife muft take a permit; but even then it is not allowed to take more than feventy; fo that if you have a confiderable fum in that coin you will be much embarrassed.

I hope thefe remarks may prove ufeful to thofe who travel in Spain; for I fhall then enjoy the fatisfaction of having accomplifhed the object I propofed.

[The wine being frequently acid, a fmall bottle containing falt of tartar or fome other alkaline falt will prove a ufeful travelling companion.]

THE END.