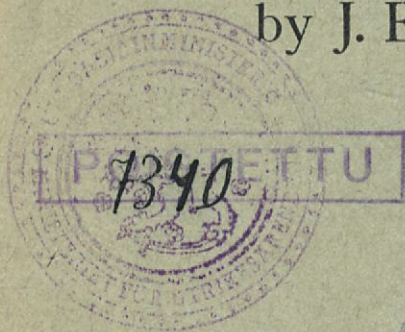


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The Tourist Society in Finland

TRAVELS IN FINLAND

by J. E. Rosberg



IX : law



Helsingfors 1920 • Frenckells Printing Office

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Koli and lake Pielisjärvi.

FINLAND AS A TOURIST COUNTRY.

During the world war tourist traffic was at a complete standstill in many countries, and was only possible with certain limitations in the neutral lands, or in those which, like Finland, were little affected by the actual war. Since the war again, tourist traffic has very largely taken new directions.

New that that traffic has to be guided into new channels, those countries have naturally the advantage in which the rupture of communications was least disturbing, that is to say especially the neutral countries, and in these, in Norway and Sweden particularly, great efforts are now being made to attract the tourist traffic of the world.

But these very countries which were neutral throughout the war present a great difficulty to travellers in their high rate of exchange. It is true that *Finland* also practically took a neutral part in the war. It was nevertheless not able to attract tourist traffic to the same extent as Scandinavia, as the Russian government placed great hindrances in the way of visits to the country and journeys through it, by intolerable passport vexations and the supervision of the gendarmerie. But on the other hand Finland was spared devastation to a greater extent than many of the countries which lay nearer to the theatre of war. It is true that there was here for a couple of months in the beginning of 1918 a violent insurrection caused by bolshevist influence, but the traces of that have long been effaced. Finland can therefore now offer the visitor much the same advantages as have been offered all the time by the neutral countries, and has a great advantage over the latter from a tourist point of view in its low rate of exchange.

Travelling in Finland has the advantage that it can be combined with a trip to *Scandinavia*, and with one to Russia when conditions allow of such. A visit to Stockholm is the more interesting if to it is added a trip to *Aland* or the rich and beautiful *Abo archipelago*; from Norrland it is easy to cross the *Kvarken* (the narrowest part of the Gulf of Bothnia) to *Vasa*, or to travel via Haparanda to *Torneå* and *Northern Finland*; and Scandinavian *Lapland* adjoins Finnish *Lapland* almost without a frontier.

Before the world war, Finland was comparatively little known. There was a rather general idea that this country formed a part of Russia like any of the most northerly governments of that empire, a wilderness of forests and swamps, ravaged by wolves and bears. It was by no means part of the plan of Russian diplomacy to enlighten the public as to the error of such a view. Finland only became known after it had won its independence, and especially when it had succeeded in defeating bolshevism; it was the first country in the world to achieve this, and thereby saved Scandinavia in particular, and indirectly the whole of western Europe, from being attacked by that plague. Then people discovered to their astonishment that there was already here an ancient western civilisation, a well ordered community, — and scenery which is now wild and magnificent, now smiling and dreaming, and easily accessible to tourists, who are everywhere hospitably received.

It is true that Finland has not yet many hotels of the continental sort, but it has instead a large number of clean and comfortable pensions. The country has few artificial beauties to attract the stranger, but it has instead a *virgin scenery*, in the peace of which the weary can find rest for tired nerves.

Finland combines many of the advantages of the great tourist countries with the charm of the new and unknown. Steamboats and railways convey the traveller to all parts of the country, while he can travel for mile after mile through deep forest, over wide sounds among the islands, or over lake after lake in the interior. This fair and unique scenery in the wondrous beauty of the northern summer, when the nights are light with an opalescent sky, when the sun is only hidden below the horizon for a short time, while all things stand shadowless and seem themselves to radiate light, — this scenery has a peculiar fascination, and no lover of nature will repent a journey to this «distant» land — «the land of a thousand lakes».

But a trip to Finland does not offer aesthetic joys alone. There is plenty to satisfy those who care for fishing, shooting or athletics (winter sports, canoeing, cycling, motoring, swimming, boating, etc.) There is nothing more enjoyable than to bathe in one of the clear lakes, while the reeds bend respectfully beneath one, the waterlilies curtsy so that their leaves dip under the water, and dark gloomy pine forests stand round and look on.

And is this country as distant as is usually supposed? On the map it certainly seems to be far up in the north of our continent. But it must be remembered that the distance from the northernmost point of Finland to Spitzbergen is about the same as that from Helsingfors to Berlin. The steamer passage from Stockholm to Åbo takes no longer than the railway journey from Stockholm to Trelleborg. From Stettin, Lübeck, Kiel or Copenhagen to the south Finnish ports is a journey of only thirty hours, or rather less, with splendid ocean-going steamers. The passage from Hull crosses the North Sea. If direct railway communication between Reval and Riga is established, as has been planned, Berlin can be reached from Helsingfors by that route in twenty-four hours.

Travellers must free themselves from the idea that Finland is an inconsiderable bit of land far up near the North Pole. Its area is 377,426

square kilometres, or greater than that of half the countries of Europe. 11.73 % of that area consists of fresh water. The length of the country from Hangö Cape to the northernmost point of Lapland is 1,080 kilometres. The inland watercourses navigable by steamers are more than a thousand kilometres long. It is easy to travel double that distance on the steamers that go in and out among the sounds of the archipelago, by using all the boats that ply between the frontier in the far east and Vasa in the Gulf of Bothnia.

ROUTES TO FINLAND.

Thus a journey to Finland is neither long nor troublesome. The sailings of the large boats can be discovered from the principal tourist offices, from the steamboat offices in Stettin, Lübeck, Hull and Copenhagen, from advertisements, or by direct reference to the Tourist Association (Turistföreningen) in Helsingfors. During the winter the sailings are more infrequent and irregular, but they can be kept up even during the cold season, as the south Finnish ports are kept open by powerful ice-breakers. Most of the Finnish mailboats are first class vessels, finely fitted, and in every way adequate to the demands of modern tourists. In favourable weather (the best time is from midsummer to the middle of September) this sea passage can be a splendid holiday. The food on board is good and abundant (French cooking). The captains chosen are usually men with good social talents. The social life on board is unforced; games and musical entertainments are frequently arranged, and in short, the trip can be exceedingly pleasant. Then there are the pleasures of nature also. The coast of the home country is seen slowly sinking below the horizon; for twenty four hours the traveller is cut off from the world, surrounded only by sea and sky. Then the first rocks of the Finnish archipelago appear and afford a welcome shelter if there is a swell, and suggest the thought that the boat is approaching a country in which civilisation has worked its way forward with untiring industry on a rocky foundation.

THE REPUBLIC OF FINLAND.

Finland lies on the *Baltic Sea*, and its great arms, the *Gulf of Bothnia* and the *Gulf of Finland*. From the point of view of geology, natural history and geography, it belongs to *Northern Europe*, on what is called *Fennoscandia*, which also comprises *Scandinavia* (Sweden and Norway), *East Carelia* (between Finland and the White Sea) and the *Kola Peninsula* (between the White Sea and the Arctic Ocean). The sea-washed position of the country gives it easy communications with the lands of western Europe. The coast is surrounded by the most numerous archipelago in the world, with thousands (nearly 30,000) of islands of larger or smaller size. The sea is a good frontier, and its lurking islets are a good defence against hostile attack by sea.

The rock foundation of Finland is rugged, and made of what is called primeval rock, or granite, gneis and ancient schists. During the great ice

age the whole country was entirely covered by ice, and it was considerably compressed by the enormous pressure of the mass of ice. Since the ice age it has gradually risen from the bosom of the sea, and the sea bottom, covered with deposits of fertile clay, has become land. Every century Finland gains as a present from the sea a strip of land as big as an ordinary principality. Nearly all the clay soil is now cultivated as ploughland, so that agriculture (rye, oats, barley, wheat, potatoes and forage plants) is the chief occupation, in spite of the northerly situation of the country. Thanks to the luscious grass, cattle breeding is also of great importance, and it is carried on scientifically. (There are dairies in nearly every village: great quantities of butter are exported, especially to England).

Forests of pine and fir grow on the moraine gravel produced by the melting of the great mass of land ice. Nearly half the surface of the country is covered by forests, and timber products are its greatest wealth and most important export. Finland is the most richly forested land in Europe. The state-owned forests alone contain more than 120 million timber trees. About two and a quarter million cubic metres of timber are exported annually. In addition to this over six and a half cubic metres are used in industry. The most important industries are the sawing and paper industries, which are the chief supports of the balance of trade of the country.

The industry of the country is more considerable than that of any other country in the same latitude, namely between 60° and 70° north latitude, (the paper mills at *Kymmene* and in the neighbourhood are the largest in Europe). This industry depends on the fuel from the forests, and especially on the water power, which is easily accessible in nearly all parts of the country. Finland is the «Land of a thousand lakes». The number of lakes marked on the general map of Finland on the scale of one in four thousand is nearly 35,500. The lakes are important not only for their remunerative fisheries, but also as means of communication. Many of the lakes are joined together by canals, sounds, or rivers, so that in places steamer and motorboat traffic can follow lake systems three to five hundred kilometres long, right into the heart of the interior. They are also important as timber floating channels, for winter traffic (by sledge over the ice), and for their effect on the climate.

Owing to the proximity of the sea, the lakes, the forests, the low altitude above sea level, the winds, which are favourable to Northern Europe as a whole, and the proximity of the Gulf Stream, the climate of the country is not specially cold or severe, in spite of its northerly situation. The summers are cool and pleasant, while the cold is not too severe for winter sports (ski-ing, tobogganing, skating etc) to be carried on in the open air all the cold season. The rainfall is sufficient, but owing to the slight degree of evaporation as well as the bad drainage of many districts there are large peat bogs in the interior of the country (peat moss litter industry, and remunerative bog cultivation). In the early summer (June) the Finnish scenery is enchanting owing to the wealth of flowers in the groves and meadows. Big-game shooting (elk and bear) is

still possible in the east of the country; hare and forest and water fowl can be shot nearly everywhere. Fishing is best in the beautiful archipelago (pike, perch, etc.) or in the foaming rapids (salmon and trout). It is a unique delight to travel down the rapids in a long, lithe river boat steered by a skilful steersman. A close network of roads, which are certainly undulating but do not present great climbs, invite expeditions by motorcar or bicycle.

The population (about three and a half million) consists of Finns in the greater part of the country, Swedes on the southern and western coasts, and Lapps in the farthest north. The great majority is protestant. There are no illiterates, thanks to the widespread elementary schools and compulsory education. In Finland (which was formerly united to Sweden) there are older statistics of population than in any other country; they date from 1749, in which year reading was also made compulsory.

Finland has a republican constitution. The president is elected for six years. The Diet consists of a single chamber of 200 members. The franchise is the freest in Europe. Universal franchise was introduced fourteen years ago. Women have the same civil rights as men. An Eight Hours working day has been introduced. There is a university in Helsingfors (founded in 1640, 3,000 students) two academies in Åbo, and technical, commercial and other high schools. Before Finland had its own high school, many young Finns studied in France. Tavast, one of the most famous mediaeval bishops of Finland, was for a time rector of the Sorbonne. The number of lycées and schools of similar standing (many of them for both boys and girls) is seventy. In spite of the thinly scattered population, elementary schools are proportionately more numerous than in most other countries. Even in the wildest parts of the country no pupil need go more than five kilometres to school. For the further education of the rural population there are schools of a type only otherwise known in Scandinavia, namely Peoples High Schools with a strongly ideal character, where the subjects generally classed together as civics or citizenship are taught. The spirit of association is strongly developed in Finland. There are thousands of young peoples associations (with idealist programmes), local associations for the study of the history, manners and customs etc of the locality, choral societies (public choral festivals are common), athletic associations, etc. The people of Finland is one of the foremost peoples in most spheres of athletics, and stands third with regard to records.

The Finnish people takes a great interest in literature and art, and a number of eminent painters have sprung from the ranks of the people. The love of reading is very great, partly because people stay much indoors during the dark winter days.

120 political newspapers are published, with a circulation of forty to sixty thousand. The total number of newspapers and periodicals is about four hundred.

A democratic way of thinking has always been characteristic of the Finnish people, and many of its greatest sons have come from poor homes. There has always been great benevolence in the form of money loans to

poor students. The result of this has been that the educated class has constantly been recruited from the lower ranks of society, but also on the other hand that public employees as a class are burdened with debt.

Socialist views are now very widely spread in Finland.

Compulsory military service has been introduced. The Defence corps, with over 100,000 members, are voluntary civil guards for the defence of law and order.

There is a considerable amount of shipping, both overseas, coasting traffic, and on the inland waters. There are about 4,300 kilometres of railways. All the towns are served by the telegraph lines, and the telephone is in more general use than in central and western Europe. Electric lighting has been generally introduced wherever cheap power is available.

The currency, weights and measures are on the decimal system. The Finnish flag is white with a blue cross. The arms are a yellow lion on a red field. The arms are reproduced on the postage stamps.

Finland was united to the kingdom of Sweden from 1157 to 1809. From 1809 to 1917 it was united to *Russia*, as a Grand Duchy that was legally autonomous, but in fact in a very dependent position.

FOUR TOURS IN FINLAND.

We shall only mention four out of the numerous tours which could be chosen in order to see something of the scenery of Finland and to make acquaintance with the Finnish people.

1. *Sweden—Haparanda—Torneå—Ounasvaara—Tammerfors—Kangasala—Helsingfors* (or *Sundsvall—Vasa—Tammerfors—Kangasala—Helsingfors*).

(a). *Haparanda—Torneå*. Passing a narrow and springy footbridge from Haparanda, we come to the northernmost town in Finland, Torneå, which has an idyllic situation on an island in the Torne river. This island was of old in the middle of the river, but the great mass of water has now shifted into the eastern channel, which is now a deep, broad and swift river. It is crossed by a ferry in the summer, and in the winter over the ice, in order to reach the Finnish bank, on which the railway station is situated. Thus Torneå really lies nearer to Sweden than to Finland. Those who do not wish to stop in Torneå can cross the river on the new railway bridge, which is the most northerly large railway bridge in the world. Torneå was famous of old for its trade in salmon and Lapland work. In order to see the salmon fishing one must travel post to the nearest rapids. There is now but little trade in Lapland work. The goldsmiths sell Lapp rings and spoons of Lapp design, and a few shops have Lapp knives, shoes, etc. From Torneå an expedition can be made at midsummer to *Aavasaksa*, the most southerly point in Finland from which, if the sky be clear, the midnight sun can be seen. The distance is 75 km., and is best covered by motorcar or with post horses, concerning which information is given at the inn.

It is more convenient to see the midnight sun from Mount *Ounasvaara*,

near *Rovaniemi*. To get there, we travel by rail to the little town of *Kemi*, at the mouth of the great *Kemi river*. The train passes over the longest railway bridge in Finland, in crossing the *Kemi river*.

Kemi has its chief importance as place of export for the timber brought down from the extensive basin (53,143 square kilometres) of the *Kemi river*. From *Kemi* to *Rovaniemi* (114 km) the line follows the course of the *Kemi river*, first through a broad valley with large meadows and well built homesteads, and then through more broken landscape, with the mighty summits of *Kivalo* in the background. (The nearest summit is *Vammaavaara*, about 231 metres high, 65 km. from *Tervola church*).

Rovaniemi is regarded as the capital of Lapland, as the roads from *Kittilä*, *Sodankylä* and *Kemijärvi* meet there. *Ounasvaara* lies to the south of the *Ounasjoki river*, a large tributary of the *Kemi river*. The mountain lies three km. south of the polar circle, and is about 216 metres high. During a fortnight in the summer, that is from June 16th to 27th, the midnight sun can be seen thence. There is moreover a magnificent view from this mountain, over the wide meadows of *Rovaniemi* and three large river valleys, and over vast wildernesses to distant fells, which raise their heads like great loaves over the verge of the forest.

Kemi—Uleåborg—Gamla Karleby—Seinäföki.

From *Kemi* the railway runs to *Uleåborg* (105 km.) along a strip of flat and monotonous coast, crossing a number of rivers by handsome bridges. *Uleåborg* station is the best place to break the journey. There the traveller can take a walk beside the river, or go boating on the river delta.

Uleåborg (in Finnish *Oulu*) is at the mouth of the river *Ule*, which is crossed by a handsome railway bridge and three bridges for vehicles. The town is of great importance as a place of export for tar and timber. The shipping and trade are lively. Close to the town roar the mighty rapids of *Merikoski*, through which the river *Ule* throws itself into the sea. The best view of the rapids is obtained from one of the bridges. There are a number of islands in the mouth of the river; *Frihetsholmarna* (the Liberty Islands), the principal promenade of *Uleåborg*, and *Raati*, which has a restaurant and a fine view, and affords the opportunity of seeing the salmon fishing in the great *Raatipata*. The first bridge leads to *Linnasaari*, where there are the remains of the castle of *Uleåborg*, beside which the town grew up. There is now an inconsiderable astronomical observatory. Off *Raati*, *Linnasaari* and the shores of the town of *Uleåborg* lies *Hamnen* (the harbour), — the bay into which the *Ule river* debouches. It is separated from *Redden* (the Roads), where the large vessels anchor, by a number of sandy islands on which stand numerous villas. Inside these sandy islands there is the Sound, *Toppila sund*, with *Tjärhovet*, warehouses and business offices. The sound came into existence about 200 years ago, one winter when the ice packed in the mouth of the river cut itself a channel there. The breaking up of the ice in the *Ule river* is one of the grandest natural phenomena one can see. It is best witnessed from one of the bridges, but these may be in danger, especially the centre bridge.

Uleåborg—Gamla Karleby (302 km.) The train proceeds southward over flat country near the coast. The *Limingö meadows*, for instance, stretch as far as eye can see. A number of rivers are crossed.

Gamla Karleby (in Finnish *Kokkola*) is a clean, evenly built town with no great sights to offer. The coast has here risen greatly, and the sea has receded from the town. The archipelago outside the town affords a change of scene but is not very easily accessible. *Rentund's museum* and the extensive view from the *Church Tower* are worth seeing.

Gamla Karleby—Seinäjoki. From *Gamla Karleby* the railway runs for some distance through a Swedish speaking tract, and then through the large parishes of central Ostrobothnia, which are famous for their brave and liberty loving population (also notorious for knifing) and their home industries («puukko» knives, homespuns, etc.) The railway also passes a number of battlefields famous from the war of 1808—9 (e.g. *Lappo*).

(b) *Vasa—Seinäjoki*. The traveller can cross the *Kvarken* by steamer



Tammerfors.

from *Sundsvall* in Sweden, passing through a rather dense archipelago of low and mostly stony islands, and land in Finland at *Vasa*.

Vasa is one of the most beautiful towns in Finland. It is evenly built, and has esplanades and numerous parks and gardens, as well as beautiful surroundings, especially on the coast. Both the inner harbour and the outer, which is called *Vasklot*, are worth seeing for their fine surroundings and lively shipping. *Vasa* has considerable trade and industry. Steamboat lines ply along the coast both north and south of the town.

Vasa—Seinäjoki by railway. The line passes *Gamla Vasa*, where the town stood before the great fire of 1852, and *Korsholm*, where there are the ruins of an old castle. It passes through some of the most fertile corn land in Finland, *Storkyro* fields, where the famous «*Vasa rye*» grows, and reaches *Seinäjoki* (formerly called *Östermyra*), in the midst of extensive peat bogs. Here the line joins the Ostrobothnian line from *Uleåborg*.

(c) *Seinäjoki—Helsingfors*. There are a number of places on this section of the line where it would be well worth while to stop, but we shall only mention the principal sights on the route.

Seinäjoki—Tammerfors—Kangasala. In many places the line runs through ill-kept forests, but at *Vilppula* it crosses a beautiful, broken landscape, from which lakes gleam out here and there. The line here runs through the lake plateau of Finland, and the traveller is apt to be surprised that he comparatively seldom sees lakes of large size. This is because the dryer moors and ridges were chosen for building the railway line, which keeps rather near the watersheds. During the insurrection of 1918 there was a long struggle at *Vilppula* between the Reds and Mannerheim's White troops, which were at first very few in numbers. The Reds called the place the «mincing machine» because of the great loss of life there. After *Vilppula* there is another rather monotonous stretch, until in the neighbourhood of *Tammerfors* the landscape again becomes more varied.

Tammerfors (in Finnish *Tampere*) has been called the «Finnish Manchester», and is the principal manufacturing town in the country. It has a beautiful situation. There was originally a mighty ridge of boulder stone stretching between the lakes *Pyhäjärvi* and *Näsijärvi*, and damming up the latter, which lies at a higher level. Then the water burst through the ridge, in the mighty *Tammerkoski* rapids, and washed away some of the boulder gravel. There are still however enormous gravel slopes on both sides of the rapids. The west side, *Pyynikki*, is strongly to be recommended to tourists. It has a view tower from which an overwhelmingly beautiful view is obtained over the town, blue lakes and forest clad hills. The sights in the town include the numerous factories, the handsome church of St. John, the *Tavastland* museum, the fountains, etc, while in the neighbourhood there are *Rosendal*, *Hatanpää* and *Tahmela spring*.

Kangasala. It is particularly worth while to make an excursion to *Kangasala*, one of the most picturesque districts in the interior of Finland. Its great features are the hogsbacks or ridges of boulder tone, and the large, beautiful lakes sung by the poet Z. Topelius, between which the ridges lie. The journey from *Tammerfors* to *Kangasala* station takes half an hour in the train, and an omnibus maintains communication between the station and the Tourist Hotel. The slopes of many of the hogsbacks offer enchanting views over green forests and blue lakes — «the green thoughts of nature in the lap of the blue waves». The walk to *Kyrkäsen* (the Church ridge), *Kejsaråsen* (Emperor ridge), *Kaivanto* canal and back, is the one to be most recommended. According to King Gustavus III, *Kejsaråsen* is the place where the devil tempted Our Lord by showing Him all the beauties of the world. From *Kaivanto* it is also possible to travel by steamboat to *Tavastehus*, thus passing through some of the most beautiful lakes on the Lake Plateau, on the banks of which there lie villages and old country seats.

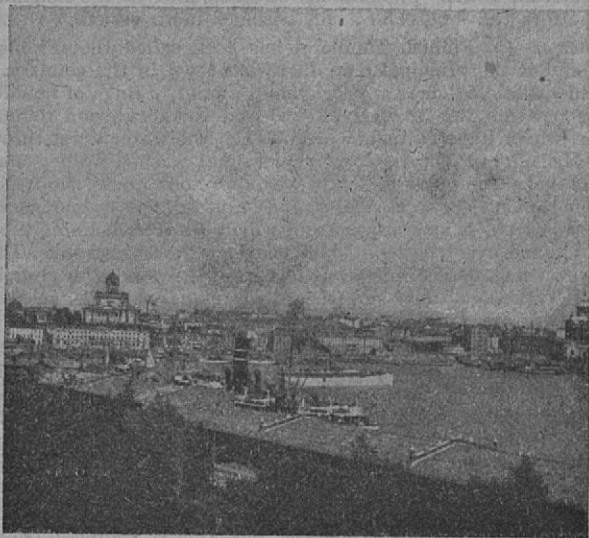
Tammerfors—Tavastehus. A two hours train journey brings the traveller to

Tavastehus (in Finnish *Hämeenlinna*), with a venerable mediaeval castle called *Kronoborg*, now used as a prison, and a handsome park. Opposite to *Tavastehus*, on the other side of an arm of *Lake Vanajavesi*, there is the country estate of *Karlberg*, with a magnificent park, and a fine view from a height called *Aulamyö*. Here there is a granite tower of nine

storeys which affords a wonderful view over the town and the estate, extensive forests and charming lakes.

Tavastehus—Helsingfors. Railway journey about three hours. The line runs in places through ancient settlements, and past old churches (*Vanaja* near Harviala, *Helsinge* near Dickursby). A number of country seats, villas and villages are to be seen from the train.

(d) *Helsingfors* (in Finnish Helsinki). The capital of Finland has a beautiful position on an island jutting out into the sea. The town is thus surrounded on three sides by the sea or by island-studded bays. The en-



Helsingfors southern Harbour, from the Observatory Hill.

trance to the harbour is of surprising beauty. The towers of the town and the houses built on high ground become visible at a great distance. The steamer glides in between the ramparts and granite rocks of the fortress of *Sveaborg*, and soon enters *Södra hamnen* (the Southern Harbour) which penetrates right into the centre of the town. Here lie a large number of vessels of different sizes, most of them passenger steamers, while most of the loading and unloading of cargo goes on in the other harbours. To the left there is the pavilion of the *Nyland yacht club*, on a little island, and inside that island numerous pleasure yachts and motor boats lie at anchor. On a rocky island near by there is the popular restaurant *Klippan*, from which there is a fine view of the harbour, *Sveaborg*, etc. Close beside the

harbour rises the *Observatorieberget* (Observatory Hill), with an astronomical observatory. Here there is a fine park, which was formed by carting soil up on to the rocky hill. The traveller ought to make this hill the object of his first walk in the town. Somewhat to the south of the Observatory Hill there is an old park, *Brunnsparken* with delightful walks and a view over the sea from the ancient ramparts. Beside the south harbour there is the *Salutorget* (market square), with a fine fountain, and an obelisk which was mutilated by the Russian soldiers during the revolution of 1917. The *Esplanades* run east and west from the *Salutorget* through the centre of the town. They contain a statue of the Finnish national poet *Runeberg*, and on each side are the most popular promenades, the *Esplanade streets*. Near the fountain there is a much frequented restaurant called *Kapellet*, and at the western end of the *Esplanades* lies the *Swedish Theatre*, with *Operakällaren*. The *Henriks Esplanades* run northwards from the *Swedish Theatre*. Not far from the *Salutorget* there is the *Senatstorget*, in the middle of which stands a statue of Tsar Alexander II., Grand Duke of Finland, who gave the country its constitution. Here too are the imposing *Church of St. Nicholas*, the *University*, *Palace of the council of state*, and other public buildings. On the *Järnvägstorget* (Railway Square) again there are not only the handsome station buildings, with a high tower which affords a good view, but also the *National Theatre*, the *Ateneum*, etc. Nearby lies *Kaisaniemi* park, with a statue of *Pacius*, composer of the melody to *Vårt land*, the Finnish national anthem. One of the principal sights of the town is the *National Museum* in *Tölö*. Other spots that deserve notice are the open space in *Nikolaigatan*, with the *Ständerhuset* (Estates House), the *Bank of Finland* and the *State Archives*, *Lönnroths Square* in *Andregatan* with a statue of *Lönnroth*, who collected the Finnish national epic, the *Kalevala*, and the *Russian Cathedral* on *Skatudden*. There is also a good view from the tower of the *Fire Station* in *Högbergsgatan*.

There are a number of places worth seeing in the neighbourhood of *Helsingfors*. For these we refer to a special, more detailed guidebook published by the *Tourist Association*, and will here only mention a few. The *Djurgården* Park contains a very prettily situated restaurant called *Alphyddan*, and the largest athletic ground in the town. *Fölisön*, which can be reached both by road and by steamboat from *Sandvikshamnen*, contains a unique Finnish *Open Air Museum* (Friluftsmuseum). *Högholmen* in the *Norra Hamnen* (North Harbour) contains a small zoological garden. In the villa communities of *Brändö* and *Munksnäs* (trams) there are modern and comfortable *Pensions*. The market town of *Grankulla* (35 minutes by railway) contains a *Sanatorium*, a *Pension*, etc. We may also include in the environs of *Helsingfors* the old-world town of *Borgå*, at the mouth of the *Borgå* river. This is an idyllic little place, with an ancient *Cathedral*, *Borgå* is also called *Runeberg's town*, because the poet *Runeberg* lived there. His *House* is piously preserved. The pretty churchyard contains his grave and also that of the Finnish patriot *Eugen Schauman*.

II. *Stockholm* (or *Lübeck*)—*Åbo*—*Helsingfors*.

As soon as the steamer has passed the first rocks which belong to Finnish territory, all passengers ought to come up on deck, or otherwise they will lose a priceless opportunity of seeing the famous Finnish archipelago.

The first barren rocks are succeeded by islands of slightly larger size, on which stands here and there a twisted pine tree, bent by the winds but still defiant, or a group of half recumbent firs. The islands are sparsely scattered and between them are open expanses of water of greater or less size, called firths. But we penetrate further in towards the land and pass from the outer to the inner archipelago. The islands are now closer together and form groups. Many of them are fairly well wooded on the lee side but on the sea side they usually offer a breastwork of fine red granite or many coloured gneis. Here the firths are smaller and the sounds between the islands are narrow and winding. Fishermen's cottages, painted red, can



Åbo Cathedral from the river Aura

be seen here and there. Finally we come to the innermost archipelago, and find leafy groves and meadows, and handsome villas, often painted in light colours, which peep out among the greenery. While we only met an occasional fishing boat here and there among the outer islands, further in there is much more lively traffic with sailing and motor boats, while the innermost archipelago is often thronged with boats of every kind from handsome pleasure yachts to simple rowing boats (often punt-like boats of a primitive type.)

(a) *ÅBO* (in Finnish *Turku*) In approaching Åbo we pass a long distance along an inner channel. On the right lies the beautiful island of *Runsala*, with oak groves, villas, and memories of the time of King John III, who lived with his beauty-loving queen in Åbo castle, and had a deer-park on this island, which is now a public park. We pass (on the right) the more

rocky island of *Hirvensalo*, and enter the mouth of the *Aura* river, where a delta is forming. We lie beside the ancient stronghold, *Åbo Castle*, which now contains a museum arranged with unusual taste and devotion. We have already seen from the steamer that Åbo lies in a valley between hills on both sides. In the background we see the spire of the *Cathedral* (built in the eighteenth century, and containing the graves of several historic personages). To the north we see the castle-like prison called *Kakola*, and the *Art Museum* (at the end of *Auragatan*). To the south is the *Observatory*, from which there is a magnificent panorama of Åbo and its environs. In the vicinity is the principal athletic ground of the town, and the *Biological Museum*. In the middle of the town stands the university (*Åbo Academy*), near the cathedral, and the *Town Library*, near the river!

The Swedish-speaking Academy of Åbo, the Library, the Art Museum, the historic collections and the Biological Museum have been established



Hangö. Bath Hotel and the park.

by the magnificent generosity of the citizens of the town. There is said to be no other town in the whole of the north where such extensive donations have been made. A Finnish-speaking Academy, also the result of generous donations, is now being established.

The town has a number of historic memories, and has been called «the cradle of Finnish culture». More recently its splendid situation for the purposes of trade and means of communication has been realised, and it has been called «Finland's window towards western Europe».

The newer parts of the town of Åbo are regularly planned, but they are somewhat irregular in the height and architecture of the houses. Modern stone buildings stand side by side with low wooden ones, some of them of old-fashioned type. The streets along the *Aura* are recommended as promenades. They afford an opportunity of studying the pulsating life of the river, especially before and after market hours, when the boats from the islands ply in its shallow waters.

b. *Åbo—Helsingfors*. The journey from Åbo to Helsingfors can be made by three different routes; by steamboat along the coast, by the coast

railway line, or via Toijala. During the summer the first mentioned route is the most interesting, but the second is the quickest, and is therefore chosen by most travellers.

The *Steamboat* trip takes from twenty hours to a couple of days, according to the boat selected and the number of calls it makes. From a tourist point of view it is best worth while to pass inside the beautiful *Pargas* islands, or perhaps through the narrow channel inside *Kimito*. All boats call at *Hangö*, a prettily situated town at the end of the southernmost cape of Finland, which is well known as a place of export and winter port, and is much frequented as a watering place and summer holiday resort. After passing *Hangö* the boats usually call at *Ekenäs*, an old-fashioned little



Viborg Castle.

town beautifully situated on the Pojo gulf. They then continue through a beautiful archipelago (including the famous Barö Sound), past Makilo (also called Mac Elliot), which was extremely strongly fortified during the world war but blown up by the Russians during the War of Independence, and past Cape *Porkkala* to Helsingfors. From Hangö the traveller can also proceed to Helsingfors by train (about four hours). The larger boats take about six hours from Hangö to Helsingfors, the smaller ones as much as a day.

The *railway between Åbo and Helsingfors* runs for long distances through ancient settlements (those interested can obtain a special guide to this line published by the Tourist Association). The more noteworthy places on the line include *Salo*, on the innermost end of a long gulf running far up

into the land, *Skuru*, on the innermost part of the Gulf of Pojo, *Karis*, a railway junction, and *Sjundby*, an old castle near *Sjundeå* station.

III. *Helsingfors—Imatra and back.*

In fine spring weather the best way of making this expedition is to travel by steamer to *Viborg* in one direction and by rail in the other.

(a) The railway journey does not offer much of interest, but the most comfortable trains go by night, so that the traveller can comfort himself with the thought that he does not miss very much by taking a sleeping berth. However, if the journey is made on one of the light summer nights, it is worth while to find out from *»Turisten»* time table what time the train crosses the bridge over the *Kymmene* river, one of the most powerful streams in the north. It is also interesting to notice between *Villåhti* and



Saima canal.

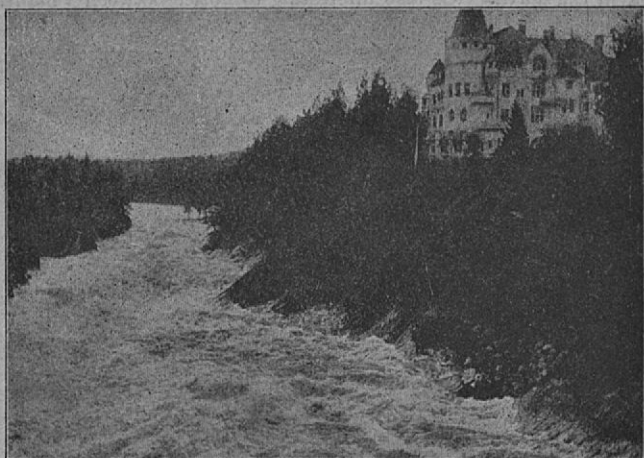
Kausala that the line is laid along a huge ridge of sand, which has fairly steep sides to north and south, and is fairly flat on the top. This ridge is the famous *Salpausselkä*, the longest continuous and most strongly constructed final moraine in the world.

(b) If the traveller selects the steamboat from *Helsingfors* to *Viborg*, he passes inside the fortress of *Sveaborg*, and *Sandhamn*, established for military purposes, and through the narrow *Hästnäs* Sound. There is then an enjoyable passage through the *Sibbo* and *Pellinge* archipelagoes (the Tourist Association has a view-tower on *Hasselholmen* island in *Pellinge* archipelago). When the boat turns into the Bay of *Lovisa* it passes the imposing ruins of the fortress of *Svartholm*.

Lovisa is a popular watering place, connected by rail with *Lahtis*. The *Kvarnåsen* ridge rises behind the town and affords an extensive view.

After leaving Lovisa the steamer passes through *Pyttis* archipelago leaving on the weather side the large island which has been given the significant name of *Pyttis Fagerö* (Beautiful island). Far out to sea appears the huge profile of the great island of *Hogland*, which lies in the middle of the Gulf of Finland.

The boat then calls at *Kotka*, where the timber floated down the *Kymmene* river is worked and shipped. Here there are steam sawmills which have scarcely their like in point of size, and the roads are thronged with steamers and sailing ships loading boards, deals and other timber goods. In the vicinity there is a villa called *Langinkoski* which belongs to



Imatra and the State Hotel.

the state and was formerly an imperial fishing lodge. Salmon and vendace are caught in the rapids beside which it stands.

From *Kotka* the steamer passes through *Svensksund*, where a historic naval battle was fought, to *Fredrikshamn* (in Finnish *Hamina*), which was formerly the headquarters of the Finnish cadet corps, and has a sorrowful notoriety for the horrible outrages committed there by the Reds. Our course then lies through a sparse archipelago and afterwards open water to the Gulf of *Viborg*, at the entrance to which we pass the fortress of *Trängsund*.

(c) *Viborg* (in Finnish *Viipuri*). When the steamer enters *Viborg* harbour our eyes are caught by *Viborg castle* which rises proudly above the other buildings. This stronghold was built in 1293, and has frequently suffered

siege in the wars with the Russians. Viborg is a very ancient trading town, situated at the spot where the distance is shortest to Lake Ladoga and the Saima Lake (traffic with the latter is now served by the *Saima canal*.) The town has therefore still a number of ancient characteristics, and it is the home of an old merchant aristocracy which is partly of German origin. A walk in the *Esplanade* and on *Papula Hill* with its ornamental park will repay the trouble, and so will a visit to *Museum Viburgense*. If the traveller has more time at his disposal, he should not omit to visit *Monrepos*, which is two kilometres from the town and has beautiful gardens.

(d) *Saima canal*. The quickest way to Imatra from Viborg is by train (3 hours), but the traveller loses much if he does not take the opportunity



View from Punkaharju.

of going up the *Saima canal*. The steamer starts from the harbour, and passes *Salakkalahti*, where there are numerous villas on the shores, and *Monrepos*. After three quarters of an hour we enter the *Lavola* lock, where the canal begins. The canal is 59.3 km. long, 32 km. of it being dug or blasted in the rock, while the rest consists of natural waterways. There are 28 locks, and the difference of level between Lake Saima and the sea is 76 metres. The canal has been an enormous boon to the whole of eastern Finland, which has obtained by it direct communication with the sea. The trip presents a series of enchanting pictures. In most parts the banks are skirted by villas standing in well kept, natural parks, behind which rise the great forests. Among the spots worth special notice may be mentioned Lake *Juustilanjärvi*, the beautiful island of *Tinkamonsaari* and Lake *Rättijärvi*.

(e). *Imatra* is the finest waterfall in Finland, though not the largest

in either height or force. It is formed by the *Vuoksen* river, which drains the whole of the great Saima water system, at the place where that river passes over the sill which shuts off the large and beautiful Lake Saima. The Saima water system has a water area of 60,073 square kilometres. Its waters are collected from thousands of lakes of greater or less size, which empty themselves one into another until the water reaches Lake Saima. The complication of the system can be realised from the fact that the flood-water which rises in the small watercourses immediately the snow melts, that is in May, does not reach Lake Saima until August. The *Vuoksen* first forms two rapids and one broad open reach; then the rocks draw nearer and nearer together, and the river flings itself in among them, casting its waves high up towards heaven, throwing itself forward with mad rage,



Olovsborg.

and producing a roar which can be heard at a distance of ten kilometres. That is Imatra, rapids rather than waterfall, for it only falls 19 metres in a length of 850 metres. But it is a mighty mass of water which rushes along the narrow rocky bed; 500,000 litres per second! and the force is 117,700 horse power. The wild, roaring rapids are very striking in their setting of calm and majestic pine forest or idyllic, smiling birch groves. On the left bank we can see the ancient bed of Imatra, where it ran before it had cut its channel so deep into the rock. This consists of a series of *giants' cauldrons* formed by blocks of stone, which whirled round and round in the whirlpools. Four and a half kilometres below Imatra come the *Vallinkoski* rapids, which some think exceed even Imatra in beauty.

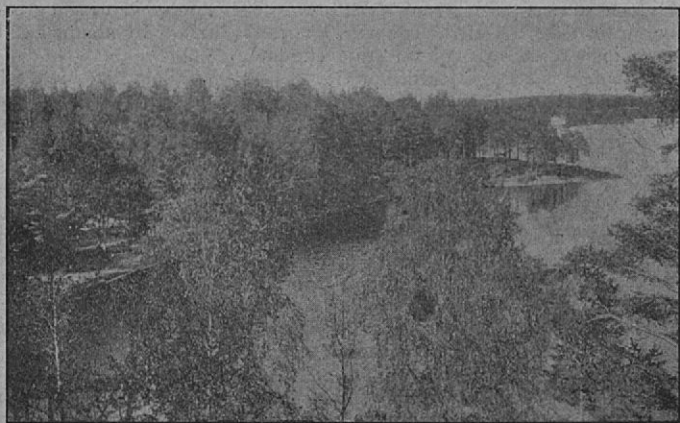
At Imatra there is a large hotel which affords all the comforts and diversions a tourist can demand.

IV. *Helsingfors—Heinola—Mankala—Willmanstrand—Nyslott—Punkaharju—Kuopio—Idensalmi—Runni—Kajana—Ulcåborg (or Kuopio—Jyväskylä—Vasa.*

The chief attractions of this tour are the passages over lakes and shooting the rapids.

(a) *Helsingfors—Willmanstrand.*

By rail to *Lahti*, a rising town with a number of industrial establishments, and picturesque surroundings which include *Tiirismaa*, the highest mountain in southern Finland, (223 metres) whence there is an splendid view. From *Lahti* it is a ten minutes walk to the shores of the fine lake *Vesijärvi*. Here we board a steamer which crosses the lake (25 km.) and



Väinölänniemi park, Kuopio, on a cape in lake Kallavesi.

passes through the canal between *Vesijärvi* and *Päijänne* (beautiful neighbourhood). After crossing *Päijänne* we enter *Kalkis canal*, where there is good salmon fishing, and reach Lake *Ruotsalainen*, through which the *Kymene river* flows. We then follow the *Jyväskö*; on the banks of which lies the charmingly situated town of *Heinola*. This town has a healthy situation and handsome parks, and affords opportunities for pleasant excursions in the neighbourhood. The fine *Vuolenkoski rapids* are an hour's journey from *Heinola* by motor boat. Unfortunately it is no longer allowed to make the exciting passage down the *Mankala rapids*.

It is at present rather troublesome to get from the rapids to *Sidikkala* halt on the Petersburg railway. From there we continue by train to *Willmanstrand* (in Finnish *Lappeenranta*).

Willmanstrand is charmingly situated on the southern shore of Lake *Saima*. It has importance as a watering place and is a port for the lake traffic.

(b) *Willmanstrand—Nyslott—Punkaharju—Kuopio.*

The steamboat journey from *Willmanstrand* to *Nyslott* is delightful,

passing sometimes over wide firths, sometimes between islands or through narrow sounds.

Nyslott (in Finnish *Savonlinna*) has a magnificent position in an inland archipelago. It is a capital watering place, but its greatest attraction is the old castle of *Olovsborg*, founded in 1475 on a rock in the rushing sound of *Kyrössalmi*. The castle has been completely restored, and a detailed handbook can be obtained there. The view from the towers and their loopholes is worth notice. Each window reveals a fascinating landscape, and when the traveller has looked out of each in turn the whole combines into a magnificent panorama. On certain days in the middle of the summer there are popular festivals and operatic performances in the old stronghold, and information concerning these can be obtained from advertisements in the local newspapers. From *Nyslott* we reach *Punkaharju*, the greatest attraction in this part of the country, by train (1hr.) or by steamer (2 hrs) through an exceedingly picturesque channel.

Punkaharju is a hogsback of boulder stone seven kilometers long, which stretches like a bridge across lake *Puruvesi*. A road runs along the ridge, and a railway line runs parallel with it. The road affords a magnificent view over forest and lake on both sides. *Punkaharju* is a national park, and the forest there is very well cared for, showing what beauties Finnish moorland scenery can offer. There are two hotels at *Punkaharju*.

From *Nyslott* we proceed to *Kuopio*, first passing *Olovsborg* and then crossing one lake after another. The traveller who wearies of admiring the curiously shaped lakes, with their islands and sounds, finds a change of scene when the steamboat passes through the canals and locks which connect one lake with another. The spots best worth seeing are *Konnus canal* and *Leppävirta stream*. Finally we enter the great lake of *Kallavesi*, on the shores of which the town of *Kuopio* lies.

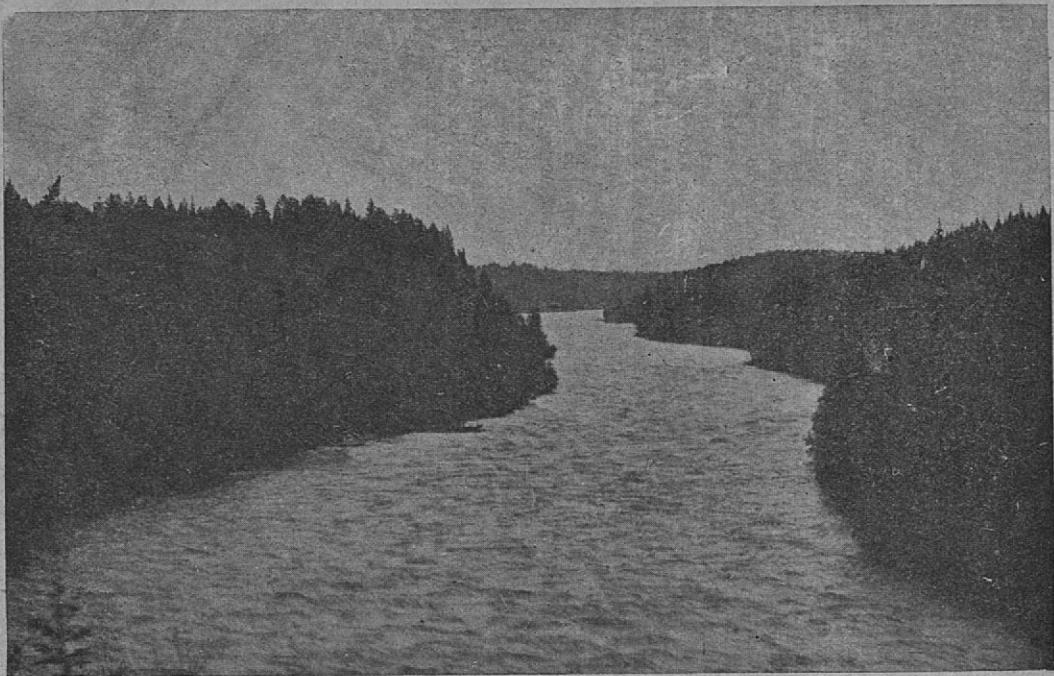
(c) *Kuopio—Idensalmi* (Runni)—*Kajana*.

The railway journey from *Kuopio* to *Idensalmi* (85 km.) is very interesting. We see a broken landscape with some fairly considerable heights; lakes of varying size follow one after another in constant variety. Immediately after leaving *Kuopio* the traveller perceives *Kallavesi*, and after a few more kilometres the train rolls out on the embankment 1,600 metres long over *Kallavesi*.

Idensalmi has picturesque surroundings. To the west there is a praiseworthy tourist road up to what is called *Kiuruvesisträten*, beside the waters of which is the widely famed medicinal spring of *Runni* (2 km.). This spot is visited every year by thousands who come from all parts of Finland to «take the waters». *Runni* has a pump-room and a hotel.

The country between *Idensalmi* and *Kajana* is rather wild and solitary, we now cross the watershed and after 5 ½ hours journey reach *Kajana*.

Kajana stands picturesquely between two imposing rapids, *Koivukoski* and *Ammäkoski*. The ruins of the castle of *Kajaneborg* stand beside the latter. The mountain *Pölyvaara* in the vicinity of the town (1 km.) affords a fine view. It is well worth while to make an expedition eastwards to *Sotkamovattnen*, when a visit to the famous viewpoint *Voukatti* must not be omitted. *Kajana* is much frequented by fishermen, who fish for salmon in several of the rapids.



Pyhäkoski rapids in the Ule river.

(d) *Kajana—Vaala—Uleåborg.*

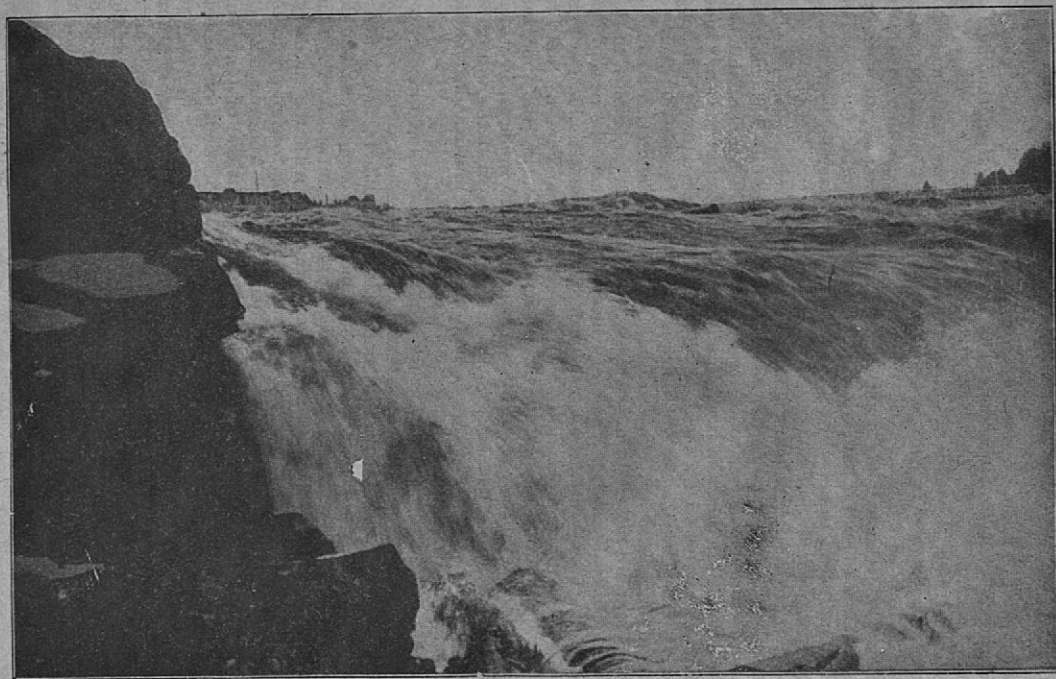
The waterway from Kajana to Uleåborg offers an incomparable experience. The steamboat passage over *Uleåträsk*, one of the largest lakes in Finland, takes four hours. We then reach *Vaala*, where fishing can be obtained. (The fishing lodge called *Utela*, belonging to the Tourist Association, is recommended.)

From Vaala we proceed down the river in the *Rapids boat* belonging to the Tourist Association. This boat is one of the «star-boats» such as the population of the more remote parts of the Ule water system use, to convey down to Uleåborg the tar they have made from resinous fir trunks. The first rapids to be shot are *Kissakoski*, 9 km. long. A certificated steersman takes the rudder in his practised hand, and soon we are among the foaming waves, and in some parts pass so near to the rocks that we fancy the boat must be thrown up against them and crushed to pieces. The next moment we have rushed past and forgotten that danger in the next exciting situation. After *Niskakoski* comes *Ahmaskoski*, and then there is a broad open reach which is crossed by motorboat. The longest and largest rapids are *Pyhäkoski* (18 km.), the most powerful rapids in Finland. The name means «the holy rapids» and shows that the ancient Finns also appreciated this peculiarly magnificent natural phenomenon. The water here runs comparatively evenly down through a rocky channel, between lofty banks covered with gloomy fir forest. This rapid is less «dangerous» than those mentioned above, and its enjoyment lasts longer. From *Muhos* we proceed by steamboat over the wide open reaches which stretch right down the neck of the *Merikoski* rapids just above Uleåborg. It is best to provide oneself with food for this journey from the hotel at Kajana.

From Uleåborg the traveller can return to Scandinavia and western or central Europe via Torneå, Vasa, Åbo, Hangö or Helsingfors.



Ounastunturi, from the top of which the midnight sun can be seen at midsummer.



Ämmäkoski near Kajana.

THE FINNISH FAIR.

Finland desires, side by side with its political independence, also to establish its mercantile independence, by in every way strengthening its economic position.

As stated above, this country possesses the largest forest area and the most numerous rapids in Europe, in proportion to its population; and it has also much other natural wealth. The people of Finland wishes to exploit these riches more intensively than it has done in the past, to work up its produce, and to send it out into the markets of the world. On the other hand, Finland needs from other countries many raw materials, semi-manufactures and worked products.

In order to further this exchange of goods, a «Finnish Fair» is being held in the capital of the country from June 27th to July 6th. Following the example of other countries, collections of samples will here be exhibited, in order to facilitate the ordering of Finnish products, but at the same time the producers of this country will be afforded an opportunity of obtaining a fairly large amount of space for their products, and of exhibiting them to the best advantage, so as to give visitors from Finland and other countries a complete and full picture of the industry of this country. As most of the departments of state, such as those of education, customs, the post office, pilots and lighthouses, etc., are contributing instructive exhibits, the Fair will almost amount to an exhibition of the economic and intellectual life of the country, omitting only agriculture and art. During the time the fair lasts, there will be a number of festivals and performances, in which the principal artistes of the country will take part, so that the visitor to Helsingfors will obtain at the same time a view of our music and dramatic art and of popular life.

In order to afford producers in this country examples of foreign products, and to facilitate such orders as are desirable, foreign visitors have been invited to exhibit such raw materials, semi-manufactures, tools, machinery etc., as are needed by our industry and other occupations, and do not occur or cannot at present be produced in this country. As the Fair affords the opportunity of forming an acquaintance with the industry, culture and national life of Finland, as well as of selling foreign products, it is hoped that there will be a large number of visitors from abroad.

It is proposed to hold a Finnish Fair annually at the end of June, but it will generally be restricted to an exhibition of collections of Finnish samples, from which orders will be taken at the Fair itself.

Immediately after midsummer is the time when Finnish scenery beams with its richest beauty. It is easy to combine with a visit to the Fair a tour in the interior of the country, even up to the realm of the midnight sun, so that the stranger is then offered a favourable opportunity of forming an acquaintance with the characteristic scenery of Finland, as well as with the life of its people in remote districts.

