



THE WORLD & OURSELVES

Second series



THE WORLD AND OURSELVES

FINLAND

- 9 April Descriptive talk by Mr. Evelyn Wrench.
16 April Discussion between His Excellency Mr. A. H. Saastamoinen and Mr. Evelyn Wrench.

SWEDEN

- 23 April Descriptive talk by Mr. Frederick Whyte.
30 April Discussion between Mr. Gustaf Hellstrom and Mr. Evelyn Wrench.

BULGARIA

- 7 May Descriptive talk by Mr. C. A. Macartney.
14 May Discussion between Lady Muir and Mr. Evelyn Wrench.

HOLLAND

- 21 May Descriptive talk by Mr. J. W. Robertson Scott.
28 May Discussion between Professor P. Geyl and Mr. Evelyn Wrench.

SPAIN

- 4 June Descriptive talk by Mr. J. Langdon-Davies.
11 June Discussion between Dr. A. R. Pastor and Mr. Evelyn Wrench.

CZECHOSLOVAKIA

- 18 June Descriptive talk by Mr. Wickham Steed.
25 June Discussion between His Excellency Mr. Jan Masaryk and Mr. Evelyn Wrench.

FOREWORD

THIS pamphlet is intended to provide a brief introduction to the series of broadcast talks under the same title. The purpose of the series is to further international understanding by bringing to the microphone representatives of a number of European countries with whose history and outlook listeners are probably not closely familiar. Six countries have been selected, and each will be considered, first in an introductory talk and thereafter in a discussion between a representative of the country and Mr. Evelyn Wrench. The notes and impressions contained in this pamphlet can, of course, only prelude in outline the substance of the series, and they are intended rather to provoke interest and to suggest the means of furthering those interests both by travel and further reading. It is hoped that many listeners will thus avail themselves of the opportunity to become more fully acquainted with the countries discussed. In almost every case the countries in this series have been profoundly affected by the War, and it is to the problems and aspirations of the post-War period that attention will be mainly directed in the various discussions. As there is no surer means of achieving international good will and understanding than by travel and personal intercourse, it will be to the impressions of a traveller and also to the past history of the country that the introductory talks will in general be devoted. The outlines in the pamphlet follow the order of the series of broadcast talks of which details will be found on the opposite page.



Typical Finnish Scenery at Punkaharju

E.N.A.

THE WORLD AND OURSELVES

FINLAND

THE Republic of Finland (or Suomi, to give it its Finnish name) is the sixth largest country in Europe; the only countries larger are Russia, France, Spain, Germany and Sweden.

Population, Area. The actual area is 149,926 square miles, about the same area as Poland. The flag is white with a blue cross. The population is 3,582,406, of whom 340,963 are Swedish-speaking and 1,603 are Lapps. Eighty-eight per cent. of the population are Finnish-speaking. There are 400,000 Finns in the United States of America and Canada.

Government. The government is democratic. The head of the State is the President, who is elected for six years, and in his absence the Prime Minister acts as his deputy. There is a Single Chamber elected by universal suffrage. Women received the vote in 1907 without agitation, and in the Parliament of that year there were seventeen women Members of Parliament. Finland has universal military service and a force of 100,000 civic guards. She occupies one of the key positions in Europe and has a nearly 1,000-mile frontier with Russia, stretching from the Gulf of Finland right up to the Arctic Sea, where she has an outlet.

Landscape. Finland is a country of lakes and forests. Lakes form eleven per cent. of her territory. She also possesses the Aland Archipelago, consisting of 300 islands in the Baltic. Forests cover 62,400,000 acres (seventy-three per cent. of her territory); the Scotch pine is the tree of absolute predominance.

Livelihood. Two-thirds of the people live by agriculture. Except for Russia, Finland is the greatest producer of timber and wood products in Europe. Cattle-raising is a very important industry and there is one cow to every two inhabitants. The chief crops are rye, barley, oats and

potatoes. Reindeer are bred in the north, both for use as beasts of burden and for meat. Great Britain is Finland's best customer, and nearly half her exports come to us. But in return we send to Finland less than what she buys from us.

Education. Her people are among the best educated in Europe. There are three universities. The largest, founded in 1640, at Helsingfors, the capital (Helsinki in Finnish), has 3,000 students, one third of whom are women. Finland's population is homogeneous and she is practically entirely Protestant (Lutheran). The country possesses advanced social legislation, and in 1913 the principle of equal pay for equal work for both sexes was adopted in the teaching and printing professions and in the State service. Her people are very hard-working and self-respecting. Finland is the only country in Europe which has Prohibition, but there is a strong movement for its abolition and the adoption of a system of drink control similar to that in force in other Scandinavian countries.

Impressions. One of the things which most forcibly strikes the foreigner is the part which women play in the national life. They are to be found everywhere, working in the fields and farms with the men, and in all the professions. The 'bus conductors at Helsingfors, the capital, and the paying cashiers at the banks, are women, and there are women dentists and architects, and so on.

Another thing which the foreigner notices is the fact that the Finns, in common with other of the Scandinavian peoples, have different meal times from us. The Finns mostly work in their offices from 9.0 to 3 o'clock, only taking some light refreshment at midday. They indulge in no heavy lunch from 1.0 to 3 o'clock as we do. Their principal meal is at 4.0, after the offices are closed and when the day's work is done. Then in the summer they have five or six hours for recreation and games in their wonderful long Northern evenings.

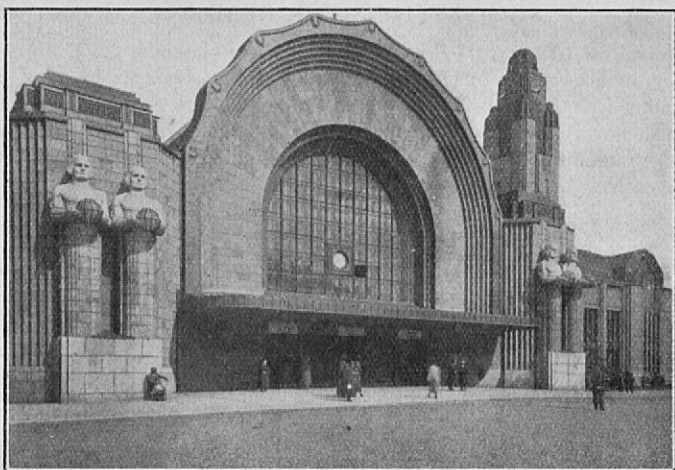


Photo: F.R. Yerbury

Modern Finnish Architecture : Helsingfors Railway Station

SOME USEFUL DATES

- A.D.
- Twelfth Century.* St. Henry who, as Bishop of Uppsala, was largely instrumental in converting the people to Christianity, becomes patron saint.
1209. Another Englishman, the missionary bishop Thomas, took up the work of St. Henry and prevented the country relapsing into paganism.
- Final conquering of country by Sweden.
1528. Gustavus Vasa of Sweden introduces reformed religion.
1721. Peace of Nystad cedes Province of Viborg to Russia.
1788. War between Russia and Sweden.
1808. War between Russia and Sweden resumed.
1809. Finland finally ceded to Russia. Under Alexander I of Russia Finland becomes a semi-independent Grand Duchy.
- Nineteenth Century.* The growth of Pan-Slavism and Slavophil movement and attempt to Russianise Finland and force Russian language and culture on Finns.
- End Nineteenth Century.* Continued growth Finnish Nationalism.
1905. General strike as protest against Russification, and Finnish autonomy proclaimed by the Russian Emperor as Grand Duke of Finland.
- 1905-1914. Conflicts with Russian Duma.
1917. On December 6 Proclamation of Finland as independent sovereign State.
1919. Reorganization of country as independent State by Constitution of July 17, 1919.

SUGGESTIONS FOR READING

Finland, the Country, its People and Institutions (Jaschke, 52s.); *Finland Today*, by Sir Frank Fox (A. & C. Black, 7s. 6d.); *Finland*, by Mrs. K. Gilmour (Methuen, 6s.); *Seven Brothers*, by Alexis Kivi (the greatest Finnish novel) (Faber & Faber, 7s. 6d.); Kalevala (the famous Finnish Epic), translated by F. J. Kirby (Everyman's Library, Dent & Sons, two vols., each 2s.).

NOTES ON TRAVEL

Travel Season. The best time for a visit is from the middle of June to the beginning of September.

Suggested three weeks' tour. Hull, to Helsingfors (Helsinki)—Imitra—Sabonlinna—Punkaharju—Kuopio—Vaala—Oulu—Turku (Abo)—Naantaoi—Hanko—Hull. The cost of such a tour would work out roughly at £32 first-class Finland Line steamer and second-class Finnish railways; and £23 for third cabin steamer and second-class railways. It would include passage and meals, hotel accommodation, railway and sleeping car tickets, first-class tickets lake-steamers and gratuities to hotel servants.

Route. The quickest route is London, Holland, Hamburg, Sassnitz, Trälleborg, Stockholm, Turku, but the route suggested above for a three weeks' tour is recommended as more convenient and considerably cheaper.

Passport Formalities. A Finnish visa is required and can be obtained at the Consular Department of the Finnish Legation, 57 Gordon Square, W.C.1.

Information on Travel. This can best be obtained from the Finnish Tourist Association, Pohj. Esplanadink 21, Helsinki; Mailma Travelling Bureau, Mikonkatu 3, Helsinki; Finland Travel Bureau Limited, Pohj. Esplanadink 19, Helsinki.

Places of Special Interest. The tour suggested above provides for a visit to the following: Imatra, the greatest rapid in Europe; Punkaharju, a lofty wooded ridge, four miles long, but only a couple of hundred yards wide, washed by lakes on both sides; Sabonlinna, the picturesque lake town, with the ancient castle of St. Olav; Kuopio and the famous Puijo Hill; shooting the rapids Niskakoski, Pyhakoski and Merikoski (in the district of Vaala and Oulu); and salmon fishing at Vaala.

SWEDEN

SWEDEN, although we are apt to think of it as a small country, and although its population is not much over 6,000,000, is in fact the fifth largest country in Europe. Its breadth averages only about 200 miles and nowhere exceeds 250, but its length approaches 1,200. The distance from Abisko, in Swedish Lapland, whither tourists go in July and August to see the Midnight Sun, down to Malmö (opposite Copenhagen) is almost the same as that from Malmö right down to Naples, approximately 1,000 miles, about twice the distance from Land's End to Berwick. Malmö, by the way, ranks as the third city of Sweden, with 116,000 inhabitants, coming next to Gothenburgh, which has a quarter of a million. Stockholm, the very beautiful capital, has nearly half a million.

It is always a debatable question when to visit Sweden. In the summer months Sweden enjoys a good deal more sunshine than England, and less rain; and from a tourist's standpoint its trump card, so to speak, is the leisurely trip by steamer from Gothenburgh to Stockholm by the famous Gotha Canal; while if you are a yachtsman or a swimmer its seaside holiday resorts have much to tempt you; although, be it noted, at most of them the sexes bathe apart.

Many people, however, say that in summer you do not see the real Sweden—that the real, essential Sweden can be seen only in the late autumn and the long winter, when most of it lies under snow. Certainly its winter sports, ski-ing, skating and tobogganing are more characteristically Swedish than its summer sports. Sailing on skates with square sails mounted on slender bamboo masts is much in vogue on the lakes in the vicinity of Stockholm; gliding on skis drawn by a horse is another very favourite winter amusement. There are several sporting centres in the country—miniature Switzerlands, so to speak—devoted almost entirely to such pastimes: notably Åre in Jämtland, about 300 miles north-westwards of Stockholm.

For really first-rate horsemen there is a very exciting and exacting sport indeed, in the so-called distance riding-matches from one town to another, over courses of from a hundred to two or three hundred English miles. Each competitor chooses his own route and starts at his own time. A scout's eye for country is as essential as good horsemanship. These matches take place even in the depth of winter when the conditions are apt, of course, to be very difficult. The entire race has attained a remarkably high standard of physique by reason of the gymnastic exercises on hygienic principles known as Swedish drill, instituted by the gymnast and poet Ling more than a hundred years ago. Quite recently there has been a tendency to supplement the drill system in schools with sports and games.

The mental training of Swedish children is on a level with their physical development. There are practically no illiterates in the country. Since 1842 public elementary education has been compulsory and free. There are about one hundred public secondary schools, more than fifty People's High Schools, and two State universities, Uppsala, founded in 1477, and Lund, founded in 1668. Boys and girls enter these universities on equal terms. Many of Sweden's most beautiful buildings are its modern schools, erected within the last twenty-five years.

Equality of the sexes is more nearly reached in Sweden than in most countries, in respect also to property and the laws dealing with marriage and divorce. Divorce is easy in Sweden. It is hardly too much to say that, in practice, mutual consent suffices to secure it. All Swedish girls are educated with a view to qualifying as wage-earners. Several women have won good positions for themselves as lawyers, many as doctors, thousands as medical gymnasts; in the arts and sciences they compete with men unhandicapped. They are employed in very great numbers in the Civil Service, in banks and in commercial and industrial businesses. One of the most famous mathematicians of our time, by the way, was a young Swedish



Swedish Travel Bureau

Fishing Fleet in Stockholm Harbour

woman, Sonia Kowalewsky, a professor at Stockholm High School.

Drunkenness among men—never among women—used to be the curse of the country and was prevalent until comparatively recent times, but the so-called Bratt system, by which only a strictly allotted amount of alcohol can be obtained by any individual, has helped to produce a very great change for the better.

We have not space here to deal with the subject of Swedish law in general. One point may, however, be noted. The death penalty in Sweden has been abolished.

Sweden is largely an agricultural country, the chief crops grown being wheat, rye (largely used for bread), barley, oats, mixed corn, leguminous crops, potatoes, sugar-beet, fodder-roots and hay. In 1929 the total produce of fodder-roots and hay, the most considerable crops, were respectively 3,011,596 and 5,420,965 tons.

Northern Sweden is rich in iron ore. The most northerly region of all, which contains the new famous iron ore mines of Kirunuvara and Gellivara, is visited by tourists in July and August for a sight of the Midnight Sun and also of the Lapps with their reindeer. The picturesque country stretching down to Lake Mälär and Stockholm is the seat of the Swedish timber trade. It is a region of forests, narrow lakes and swift rivers that have their source in the high mountains adjoining Norway and run south-eastwards into the Gulf of Bothnia. More than 45 per cent. of the population are now dependent on industry and commerce, as compared with only about 12 per cent. sixty years ago. Within the same period imports and exports have increased in value from about £7,500,000 and £5,000,000 respectively to £97,604,130 and £99,435,848 (in 1929).

SOME USEFUL FACTS

<i>Imports and Exports</i>	1925	1926	1927	1928	1929
Imports from Sweden to					
United Kingdom ...	21,427	21,425	25,259	22,045	25,704
Exports to Sweden from					
United Kingdom ...	11,576	8,052	9,654	9,712	10,548

Shipping. The total tonnage of Sweden's mercantile marine, on January 1, 1929 (1,042 sailing vessels, 1,457 steam and motor) is 1,571,569.

Government. Sweden is a constitutional Monarchy. The King must be a member of the Lutheran Church. The executive power is in his hands, but he acts under the advice of a Council of State, the head of which is the Minister of State. The right of imposing taxes, however, is vested in the Diet, or Parliament, which consists of two chambers, both elected by the people.

SUGGESTIONS FOR READING

Two official publications full of detailed information about Sweden are: J. Guinchard's profusely illustrated work in two large volumes, *Sweden, Historical and Statistical Handbook* and *The Sweden Year Book*, both obtainable through the Swedish Chamber of Commerce. Among other books descriptive of the scenery and life of the country may be mentioned W. Barnes Steveni's *Things seen in Sweden* (Seeley, 3s. 6d.) and *Unknown Sweden*, by the same author; Frederic Whyte's *A Wayfarer in Sweden* (Methuen, 7s. 6d.) and D. Heathcote's *Sweden*; also *La Suède*, by André Bellessort (Perrin, 2s. 6d.). Mr. R. E. Crozier Long's novel *A Swedish Woman*, out of print, but probably obtainable from libraries, is the outcome of wide and intimate knowledge. Tullberg's *Sweden of Today* (£2). G. Asbrink, *A Book about Sweden* (3s. 3d.). Palmgren, *Sweden* (a guide for tourists), (15s. 6d.).

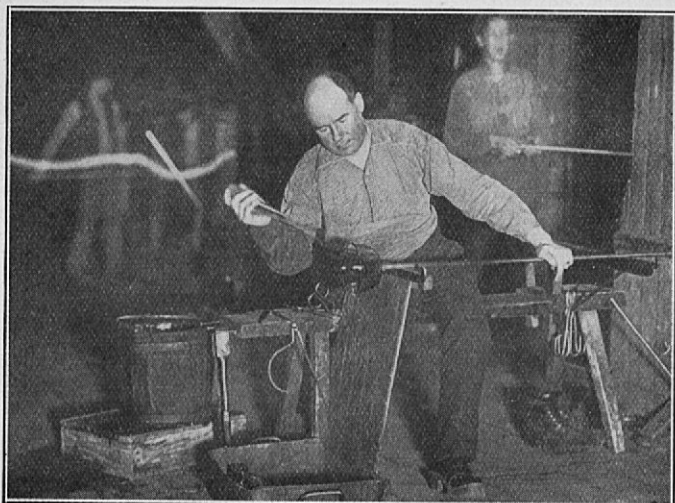
NOTES ON TRAVEL

Travel Season. The most convenient time to visit Sweden is from June—August.

The Journey. From London: direct steamer service to Gothenburgh once a week (June 10—September 10 twice a week), 35 hours. Other routes are: via Harwich, Espberg and Copenhagen; via Berlin or Hamburg, Sassnitz-Trälleborg.

Passports. A passport is required for Sweden, but no visa is necessary.

Language. English is spoken in Sweden to a large extent. Officials on all Swedish foreign-going passenger steamers and on all through-trains are



Swedish Exhibition of Industrial Art

A Swedish Glass-worker

generally able to speak English. Even in the country many of the younger generation of Swedes who are now taught English in their schools will be found able to talk the language without difficulty.

Railways. The State and private railways are of a high standard. On the most important lines day-trains consist of first, second and third-class compartments. Both the second and third-class are comfortable. There are sleeping cars on all night main-line trains. On the lines of the State railways all-night-trains run with sleeping cars for first, second and third-class passengers.

Foreign Money. Foreign money is accepted at the day's rate of exchange at the larger hotels and restaurants in Stockholm, Gothenburgh, Malmö and the chief provincial towns, as well as on board the steam ferries Trälleborg-Sassnitz and Malmö-Copenhagen, and on all Swedish foreign-going passenger steamers.

1 krona (plural kronor)=100 öre=1s. 1d. or 27 cents at par value. £1 sterling about kr. 18. Copper coins 1, 2 and 5 öre. Silver coins 10, 25, 50 öre, 1 and 2 kronor. Bank notes 5, 10, 50, 100 and 1,000 kronor.

Hotels. In all towns of size, and in all seaside or inland resorts in Sweden, will be found hotels of a very high standard of comfort. Electric light can be obtained in all, hot and cold water in most. Terms (excluding meals and bath) from about 6s. per day in the country to from 8s. per day in the towns.

Time. Swedish time is Central European time:

Sweden	...	...	12 o'clock	noon.
Great Britain	...	...	11	„ a.m.
New York	...	...	6	„ a.m.

Summer time, however, adjusts British time to Swedish time. The hours are counted from 0 to 24 in communication services.

BULGARIA

BULGARIA today gives a queer impression of new and old struggling for mastery. In Sofia there are loud-speakers in the street, and quite comfortable taxis; but the taxi will be held up for the leisurely passing of a cart drawn by two water-buffaloes with their heads in the air and their foreheads garlanded with blue beads to avert the evil eye, and led by a tall Bulgarian peasant in homespun breeches, sheep's pelt cloak, lambskin cap and sandals of raw hide, or by a philosophic Turk with a turban and cummer-bund. Outside the few considerable towns, modernity is hardly represented, except by the battered Ford post-cars which now traverse the whole country. Most of the population still live a life essentially unchanged since the Middle Ages, cultivating their small plots of wheat, maize or tobacco, or the rose-gardens which supply the famous attar; while the women, in the intervals of agriculture, spin and weave their menfolk's garments and their own dresses of coarse, white stuff, heavily and gaily embroidered in black and red. The small country towns are little more than markets, with a few shops in which the artisan sells the produce of his own traditional craftsmanship: leather goods, pottery or the shepherd flutes that are still in common use.

Modern Bulgaria has had very little time in which to catch up with the West, after five hundred years of Turkish rule, during which even the small middle class in the towns and monasteries was mainly Greek, while the native Slavonic population tilled the land as serfs. The whole Renaissance and industrial era passed her by; she had to step in one stride into modernity from the memories of her mediaeval glories. She only recovered her independence in 1878, after a fierce revolt, in the course of which the Turks committed the notorious massacres of unarmed peasants, women and children, known as the 'Bulgarian atrocities', which aroused such indignation in Europe and provoked Mr. Gladstone's intervention. Even

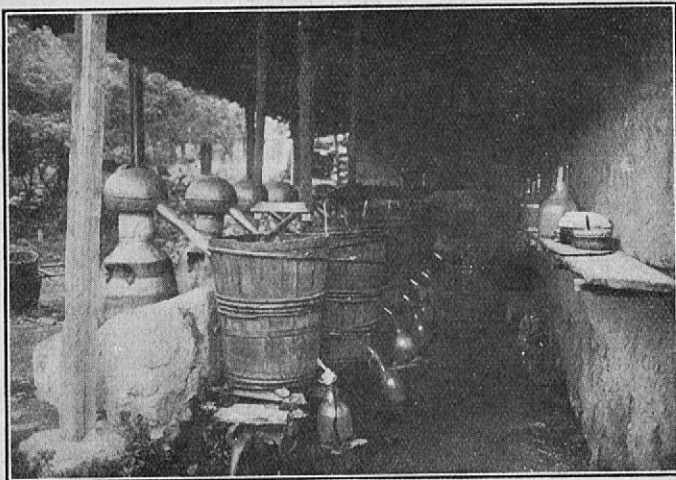
then, the new Bulgaria comprised only part of the territory which had composed her mediaeval empire. Her history from 1878 to 1918 was largely the story of her endeavours to obtain this territory, in Macedonia, Thrace and elsewhere, culminating in the Balkan Wars of 1912 and 1913. In the first of these Bulgaria, allied with the other Christian States of the Balkans, brilliantly defeated the Turks; but in the second she was defeated by her former allies, who shared Macedonia between them. The desire to reverse this decision led Bulgaria into the Great War in 1915 on the side of Germany, but this, too, ended disastrously for her. Her king, Ferdinand, was forced to abdicate, and the Treaty of Neuilly (1920) diminished her frontiers even further, leaving her reduced, impoverished and exhausted.

Nevertheless, Bulgaria's future rests on solid foundations, and is full of hope. Her present king, Boris II, recently married to an Italian princess, is an entirely constitutional monarch and exceedingly popular. Politically, she has managed to preserve her Parliamentary system intact since the War. Her constitution is thoroughly democratic, and her population, dour, hardworking and intelligent—very unlike the Ruritanians of imagination—is possessed of a dogged will to carry through the work of national reconstruction and to repair the effects of old misfortunes. Her fertile plains and forest-clad mountains hold abundant natural wealth, which only awaits development under favourable conditions.

With an area of 40,000 square miles (the size of Ireland and Wales combined), Bulgaria occupies most of the eastern half of the Balkan peninsula. Her neighbours are Yugoslavia on the west, Roumania across the Danube to the north, Turkey in the south-east, while in the south a narrow coastal strip of Greek territory cuts her off from the Aegean. Her only seaboard is thus the Black Sea. Nearly half the area of Bulgaria is composed of two great valleys—those of the Danube and the Maritza—running east and west. Between the two run the Balkan mountains, and parallel to them, in the south, the Rhodopes, the two



Typical Village Street in Bulgaria

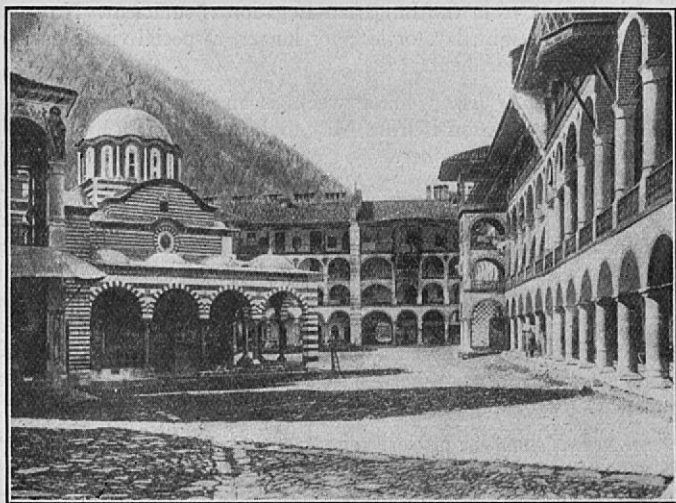


A Bulgarian Rose Distillery

converging in Western Bulgaria, which consists of mountains interspersed with high plateaux. The plains are very fertile, although the climatic extremes are much greater than in western Europe; wheat, maize and rye are grown, and in the sheltered valleys of the south tobacco, rice and roses (for attar) are cultivated. Buffaloes, oxen, sheep, pigs and goats are numerous. The mountains are heavily forested and abound in wild life, including deer, bears, etc. The chief occupation is agriculture: 80 per cent. of the population are small proprietors. The main exports are wheat, eggs, tobacco and attar of roses. Some coal is mined in the west. Industry is primitive. The largest towns are Sofia, the capital (213,002), Philippopolis (85,188), Varna (60,787), Ruschuk (45,672) and Burgas (32,170). The total population in 1929 was 5,772,600. The Bulgars themselves are Slavs with a strong Turkish strain (the original Bulgars were a Turkish race which conquered the Slavs but were absorbed by them), and there are about 550,000 Turks and smaller numbers of gypsies, Roumanians, Jews, Greeks and Armenians.

SOME USEFUL DATES

A.D.	
679.	Foundation of the first Bulgarian Empire by the Bulgars.
900.	This empire reaches its zenith, covering most of the Balkans.
1014.	Conquest by Byzantine Empire.
1185.	Revolt and foundation of second empire, reaching its zenith in the thirteenth century.
1396.	Conquest by Ottoman Turks.
1876.	Revolt; the 'Bulgarian atrocities'.
1878.	Independence recognised under Treaty of Berlin.
1912-13.	Balkan Wars.
1915-18.	World War; Bulgaria allied with Germany and Austria-Hungary.
1920.	Treaty of Neuilly, establishing existing reduced frontiers.



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Courtyard of the famous Rila Monastery in Bulgaria

SUGGESTIONS FOR READING

Literature on Bulgaria is scanty in English. *Bulgaria* in the 'Nations of Today' Series (Hodder and Stoughton, 1924, 15s.) is full and good for the period 1878-1923, covering both history and economics, with full treatment of the Macedonian problem. A full general account is in the *Encyclopædia Britannica* XIVth edition (geography by Dr. Marion Newbiggin; history by J. D. Bouchier, for many years *The Times* correspondent in the Balkans, brought up to date by C. A. Macartney). A History of *The First Bulgarian Empire*, by Steven Runciman (Bell, 1930, 16s.) is a picturesque and scholarly account of mediaeval Bulgaria. *The Ottoman Empire and its Successors*, by W. Miller (Cambridge University Press, 1923, 12s. 6d.) is rather a history of the Balkans, from the standpoint of no one nation. All these works contain bibliographies indicating further literature.

NOTES ON TRAVEL

Route. Simplon Tunnel, Paris, Milan, Zagreb, Belgrade, Sofia, or through Vienna, Buda-Pest, Belgrade. Good expresses with sleeping and dining cars. By boat down the Danube from Vienna to Vidin or Lom, slower but cheap, comfortable and picturesque (summer only).

Cost. In Sofia about £1 a day in the best hotels. In the country much less, perhaps 300-400 levs.

Currency. The standard coin is the leva. Approximate current exchange 670 levs to the pound.

Passport. A visa from the Bulgarian Legation is sufficient. No special visa for a visit of eight days or less; for longer, a special visa is required from the Police department.

Length of visit and time. Three weeks is ample in which to see the country. The best season is from May to June, although good weather normally obtains until October.

Transport and accommodation. Communications are scanty, railways traversing only the main valleys. Roads are usually rough. The tourist can often avoid inns and put up at one of the monasteries which are numerous in the mountains. The buildings are in Byzantine style, nearly always most picturesquely situated and often of great beauty and interest. Travellers are certain of a hospitable welcome from the monks, and in the inns they will be met with genuine kindness and hospitality. Touring in Bulgaria is far cheaper than in Western Europe if the traveller will content himself with local products, and he can do this without regret.

Special sights. Sofia is a modern town. Far more interesting is Philippopolis with its mosques and colony of storks, and the adjacent 'Valley of the Roses' (best seen at the end of May), with the beautiful little towns of Karlovo and Hissara. Hence one can cross the Balkans through magnificent scenery, to Gabrovo, with its old houses; and Trnovo, capital of the mediaeval empire, one of the most picturesquely situated towns in Europe. Varna, on the Black Sea, has excellent bathing and modern hotels. Mesemvria, which can be reached by boat from Varna, is a perfect museum of Byzantine architecture. The largest and most beautiful monastery is that of Rila, which can be reached by car from Sofia. Another lovely excursion is to Tchamkoria, in splendid pine-forests, where the King has his summer villa. It is, however, a pity to confine one's excursions to these few well-known beauty spots. No two of the villages or smaller towns are alike. One is pure Bulgarian, one seems half-Russian, another Turkish or Greek. Roman and Byzantine remains abound in the south.

HOLLAND

HOLLAND is a small country, its area being only just over one seventh of that of Great Britain. Its population numbers 7,500,000, of whom nearly one half live in towns, which are numerous, especially in the western part. Amsterdam now exceeds 750,000 inhabitants; the Hague, the residence of the Queen and seat of the Government, 400,000; Rotterdam, the biggest sea-port, 500,000. The Dutch language is also spoken by 4,000,000 Flemings in the northern half of Belgium and, in a much simplified form (Afrikaans), by 1,000,000 Afrikanders, while it is to some extent the language of civilisation and the means of communication with the West for the intellectuals of the 60,000,000 inhabitants of the Dutch East Indies.

Holland's prosperity is based mainly on agriculture and trade, although there are important industries like the old established textile manufacturing in Twente (eastern district of Overijssel) and at Tilburg (in North Brabant) or



E.N.A.

Wooden Piles of the famous Dutch Dyke of Westkapelle

the new electrical works of Philips at Eindhoven (North Brabant); along the rivers there are also numerous and important shipbuilding yards. As Holland does not produce the raw materials for these industries, nor even the grain which its people need (while only since the War have the coal-mines in Limburg yielded an appreciable part of the country's industrial fuel), the whole of its economic system is based on international exchange, and so far free trade has been maintained. Although its situation on the mouths of the Rhine, Maas and Scheldt always marked the country out for a centre of international traffic, its position in this respect owes much to hard work and ingenuity. Amsterdam, which lost its trade when sea-going vessels could no longer use the shallow Zuiderzee, revived it by the construction of canals. Both it and Rotterdam have to cope with the keen competition of Hamburg and Antwerp by means of up-to-date equipment. A tour of the docks of Rotterdam is an impressive experience.

The very land, in the western half of the country at any rate, is a triumph over circumstances. A large part of it is below sea-level and it is kept dry only by an elaborate system of dykeage and drainage. New polders are frequently added, in Zeeland for instance, where the shape of the islands has totally altered since the seventeenth century, and a gigantic scheme for the reclamation of the Zuiderzee, which is to increase the area of the country by 7 per cent., is in course of execution. More land is urgently needed. Every available bit is used, and used intensively. Dairy farming and horticulture are able to work for export only owing to the application of the most modern methods of science and of organisation. They export mainly to Germany and England, and the world depression is hitting them hard.

The highly artificial economic system of Holland rests on an old tradition of ordered social life and respect for knowledge. The famous Dutch cleanliness, which is so strikingly apparent in the bright aspect of towns and villages, is but a sign of that capacity for taking pains,



A quaint corner of Amsterdam

E.N.A.

that intelligence in material matters, which also shows itself, for instance, in the excellent condition of public health, and which has made even the Dutch colonies into perhaps the 'best-kept' colonies of the world. Elementary and secondary education are both taken seriously by the Dutch. The latter, in which the classes mingle to an extent unknown in England, is often thought to demand too much of the rising generation. The three modern languages by which the Dutchman finds himself surrounded, French, German and English, all find a place in the curriculum of both the classical and modern schools.

There are three State universities, Leyden (1575), Groningen (1614), and Utrecht (1620), and a Municipal university of equal standing, Amsterdam. In addition, the orthodox Protestants have a university of their own at Amsterdam, and so have the Catholics at Nymegen. At Delft there is a Technical university, and at Rotterdam a Commercial university.

The Dutchman is a sturdy individualist, and there is a tendency for the people to organise themselves on party or religious lines (which often coincide) for all sorts of purposes. The party system is largely based on religion. Towards the close of the last century the two orthodox Protestant parties coalesced with the Roman Catholic party in order to obtain subsidies for denominational schools. This coalition has since formed the strongest political force in the country, the once powerful Liberal party breaking up into a radical and a more conservative section and losing ground, moreover, to the new Socialist party. The latter today is the strongest single party in the Chamber after the Roman Catholics. The complete subsidising of 'free schools' was enacted in 1918, and the clerical coalition lost much of its *raison d'être*. As a result it has become increasingly difficult to form Governments resting on a stable parliamentary majority. Proportional representation, by encouraging the formation of small parties, has not made matters any easier.

While Holland's days of power have gone, its great traditions still enrich the present of its thriving society and vigorous intellectual life. The tourist should not confine his attention to the museums of old painting (most famous are the Ryksmuseum at Amsterdam and the Mauritshuis at The Hague, where Rembrandt, Vermeer, Steen, Ruysdael, etc., can be studied), or to the picturesque old canals and fine Renaissance buildings enumerated by the guide books, but he should also look for the manifestations of the modern spirit. In the Municipal Museum of Amsterdam there is now a splendid collection not only of the Hague school, but of Van Gogh. The modern architects of Holland have since the War



Photo: F. R. Yerbury

Modern Dutch Architecture

been perhaps the greatest stimulating force in the European movement towards a new style. One finds their work everywhere, in large buildings, offices, stores, churches, as well as in workmen's and middle-class quarters. The pioneer of the movement was Dr. Berlage, now an old man; other important architects are De Basel, De Klerk (who died young), Dudok (whose lovely school buildings would repay a visit to Hilversum) and Oud (most of whose work was done at Rotterdam).

SUGGESTIONS FOR READING

Modern Dutch Architecture, by J. P. Mieras and F. R. Yerbury (Benn, 32s. 6d.). Articles by Howard Robertson and F. R. Yerbury in the *Architect and Building News* (Weekly, 6d.). *Foreign Colonial Administration in the Far East*, by Sir Hesketh Bell (Ed. Arnold, 16s.): gives an account of the Dutch rule of the East Indies. *The Rise of the Dutch Republic*, by J. L. Motley (Allen & Unwin, 6s.): an English classic, giving a fascinating account of the heroic struggle of the Netherlands against Spain. *The Netherlands Displayed*, by Marjorie Bowen (Lane, 25s.): the only modern descriptive work on Holland, with many interesting particulars, largely historical. *The Reclamation of the Zuiderzee*: a pamphlet published by the Society of Holland Abroad, Amsterdam. *Holland under Queen Wilhelmina*, by A. Barnouw (Scribner, 12s. 6d.). *War Time and Peace in Holland*, by J. W. Robertson Scott (out of print, probably obtainable from libraries).

NOTES ON TRAVEL

Travel Season. There is hardly a season in the year when Holland is not worth visiting. See the bulb fields with their great patterns of colour; April and early May is the time, and Haarlem is the centre.

Routes. London to The Hague by Flushing (Zeeland Line, daytime); or London to The Hague by Harwich and the Hook (night journey); or London to Rotterdam by Batavia Line (this has the advantage that it starts and ends with a long stretch of river).

Passport. For week-end visits no passport is required. For longer periods a passport, but no visa. Information and a list of hotels and restaurants can be had free from the Official Information Office for Tourists, 102 Lange Voorhout, The Hague, as well as excellent pamphlet literature descriptive of week-end, week and longer tours of the country and of the sights to be seen, with special reference to the bulb fields, the art galleries and the canals.

Suggested seven-day tour. First day: Rotterdam. Second day: Dordrecht by steamer, return by rail to The Hague. Third and fourth day: The Hague and Scheveningen (Delft or Gouda and Boskoop). Fifth and half-sixth day: Leyden and Haarlem (Noordwijk or Zandvoort). Half-sixth and seventh day: Amsterdam. Eighth day: Trips (from Amsterdam) to Marken—Volendam or Zaandam—Alkmaar or Hilversum—Amersfoort;

or

First day: Rotterdam. Second and third day: The Hague and Scheveningen (Delft, Gouda or Boskoop). Fourth and half-fifth day: Leyden and Haarlem (Noordwijk or Zandvoort). Half-fifth and sixth day: Amsterdam. Seventh day: (from Amsterdam) to Marken—Volendam or Zaandam—Alkmaar or Hilversum—Amersfoort. Eighth day: Utrecht, Arnhem or Amersfoort.

SPAIN

THERE are as many widely differing Spains as there are regions in the country, indeed as many different Spains as there are Spaniards—each one, according to his own word, more perfect and more wronged than the next. The Celt, the Iberian, the Roman, the Visi-Goth and the Moor have gone to make a character more African than Latin, anarchically individual, aristocratic and familiar—from king to peasant—mystical and inflexible in religion or irreligion, egoistical and original in thought, fatalistic, diffident, melancholy; in which periods of listlessness are broken by fits of violent energy. A love of glory, pomp and luxury bursts out of an austere, resigned and stoical soul. In climate there are the corresponding extremes. The central tableland of Castile, whose culture and politics have been more or less imposed on the rest of the country, has an average height of over 2,000 feet above sea-level, is bitterly cold in winter and as hot as an oven in summer. Something like Irish raininess exists in the mountains of the north-west. There are Mediterranean conditions in the north-east and east between Barcelona and Valencia, African dryness and desert in the south-east, and African dryness and profusion in the south. This general character is modified by regional differences. The Gallego of the north-west is not unlike our Welshman; his neighbour, the Asturian, is as hardworking as the Scot; the Aragonese never yields an inch; the Catalan is the hard-headed business man; the Valencian has something of the bombastic Mediterranean adventurer; the Andalusian is brilliant, indolent and pleasure loving; and the Castilian is stoical, poor, dignified, and dry in his humour.

Such diverse characters find co-operation extremely difficult. The best laid schemes of administration and government (usually adapted from France) break down on such uneven material. Government and administration become personal. In *theory* you have a constitutional monarch, a cabinet, a parliament elected on a free democratic

suffrage, freedom of conscience, speech and association, education for all—all the outward signs of democratic government. In *fact* all this is greatly modified, and the people—outside the big cities, which are few and very far between—are resigned and content. God gave Spain everything it asked for at the time of the Creation, runs an old Spanish legend, but when Spain asked for good government God replied, 'No, you cannot have everything'. The period of military, dictatorial government which has obtained since 1923, is merely a repetition of many such episodes during the last century. The King turns to the Army and the Church for support because they are the only big organised bodies of opinion.

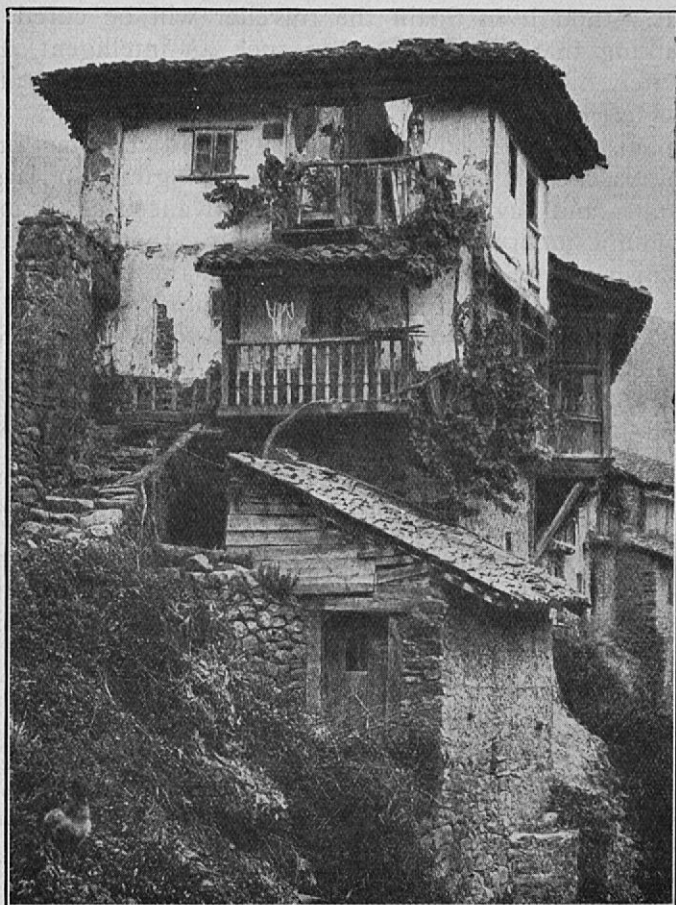
Spain, having once been the most powerful nation in the world and the greatest coloniser, has in consequence been most hated and envied. A so-called 'black legend' sprang up about her when her power declined, exhausted by her over-reaching effort in the New World. In the nineteenth century she was broken by civil wars which might crudely be called a battle between reaction and liberalism. Liberalism won a kind of victory, but in 1898, Cuba, the last of the colonies, went. From that depth of disaster Spain has, however, risen again mightily. In the last thirty years her trade has increased, her agriculture and industries have been vastly improved by the application of scientific discovery; popular education and especially higher education have both enormously improved. There was a renaissance in the arts and literature. The olive, the vine, cereals and fruit are still her great sources of wealth, and the country is still preserved for a magnificent if poor peasantry, though there are powerful industries in the north. The isolation of the regions by high mountain ranges, scanty communications by train and roads, is being reduced by the coming of the local motor 'bus, the immense improvement of the roads, and the spread of wireless. Illiteracy is one of Spain's big problems. In some parts of the south as many as 80 per cent. of the people cannot read or write; in the more socially conscious north the percentage is as low as 15 per cent. to 20 per

cent.—though in Spain the traveller will be cured of thinking that illiteracy among such an intelligent and innately dignified people with such intense local culture, is as terrible an evil as it sounds to Anglo-Saxon ears.

Spanish women have traditionally lived in something reminiscent of Oriental seclusion, bringing up large families and having little desire for advanced education, economic independence, or public life. In this century Spanish women have moved a little, in the big towns at least, from this position. At the next municipal elections women will vote for the first time, and societies have been formed for the furtherance of women's interests. Spanish family life is private and strong. The Spaniard loves children passionately, but the Spanish temperament does not demand a busy social intercourse as we know it. A tendency to segregation of the sexes is noticeable even in Madrid. The men gather in *tertulias* or groups every night in the cafés, the women hold their *tertulias* at home or, in the provincial towns, walk round and round the chief square for hours on end heavily chaperoned, while the men walk behind them. Custom changes slowly in Spain—fortunately for the picturesqueness of its life.

SUGGESTIONS FOR READING

Spain: A Companion to Spanish Studies, edited by E. Allison Peers (Methuen, 12s. 6d.): a most useful general survey of Spanish history, literature, politics, character, country, etc., by various distinguished authors; contains excellent bibliography. *A New History of Spanish Literature*, by J. Fitzmaurice-Kelly (Oxford University Press, 12s. 6d.): the standard book in English. *A History of Iberian Civilisation*, by P. de O. Martins (translated by Aubrey F. G. Bell), (Oxford University Press, 12s. 6d.), *Spain*, by Salvador de Madariaga (Benn, 21s.): both spirited interpretations of Spanish history, politics and character, the first by a Portuguese, the second by a Spaniard. Señor Madariaga's work is quite up-to-date. *A Picture of Modern Spain*, by J. B. Trend (Constable, 15s.): an excellent introduction to the leading literary and musical figures of the day. The following books all contain vivid pictures of the country and people: *The Bible in Spain*, by George Borrow (Collins, 2s.). *Gatherings from Spain*, by Richard Ford (Collins, 2s.). *The Soul of Spain*, by Havellock Ellis (Murray, 3s. 6d.). *Marching Spain*, by V. S. Pritchett (Benn, 10s. 6d.). *Spain from the South*, by J. B. Trend (Methuen, 10s. 6d.). *Spain*, by E. Allison Peers (Harrap, 7s. 6d.): one of the 'Kitbag' series and a good all-round general guide, full of sound advice to travellers.



From 'Spain,' by Kurt Hielscher (The Studio, Ltd.)

Mountain Cottage in Spain

NOTES ON TRAVEL

Route. Either the Dover-Calais or Folkestone-Boulogne routes to Paris, and on to Madrid or Barcelona. There are also steamship connections, the most useful for English tourists being the Royal Mail Steampacket Company and the Pacific Steam Navigation Company, the former sailing from Southampton and the latter from Liverpool, with Santander, Corunna and Vigo as ports of call. The P. & O. and Orient have regular sailings from Gibraltar. In all cases there are direct expresses with sleeper and restaurant car to Madrid.

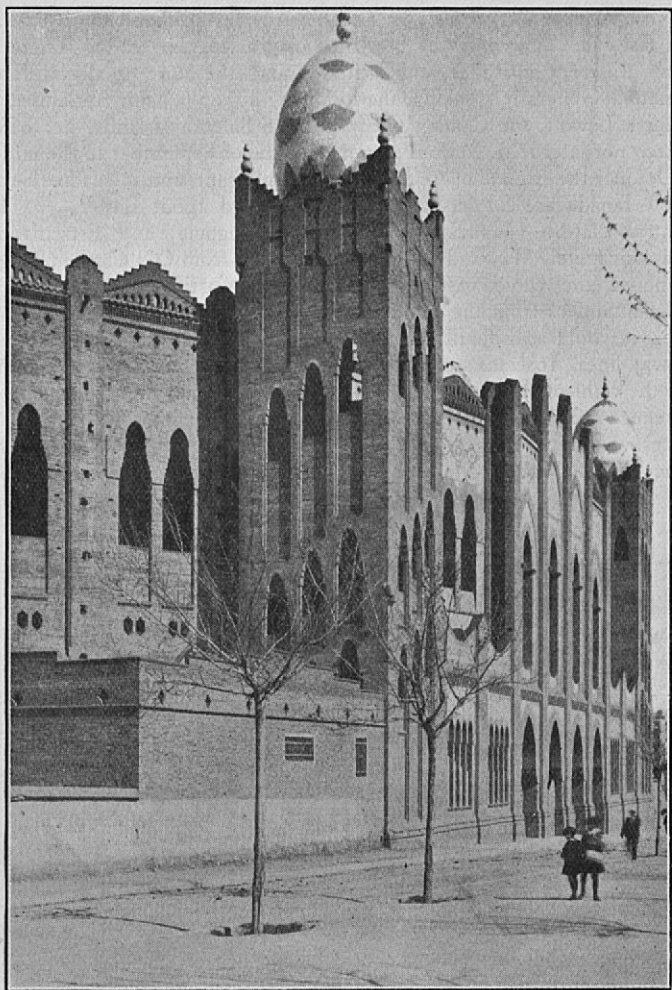


Photo: F. R. Yerbury

The Bull Ring at Barcelona

Cost. A three weeks' tour with second-class travel in England and France via Dover-Calais or Folkestone-Boulogne with first-class in Spain and second-class hotel accommodation would be approximately £35.

Passport Formalities. British subjects going to Spain require a passport, but have no need of a special Spanish visa.

Travel Season: Suggestions for Travel. It is very difficult to give a hard and fast rule concerning the best time of year to visit Spain. There are many different altitudes and latitudes and therefore totally different climates. Generally speaking, the following apply: (a) For Andalusia, the Spanish Levant, the Catalan Coast and the Balearic Islands, not before March nor later than May. From the middle of September to the middle of October the climate of Andalusia is very pleasant, and towns like Seville and Granada are far less crowded than round about Easter. (b) The Central Plateau (Madrid, Toledo, Avila, Segovia) and Estremadura, Salamanca, etc., May and June. (c) The North from Old Castile (Burgos) to the sea (the whole coast from Vigo to San Sebastian including La Toja and Santander) from the middle of July to the end of August. In three weeks it would be difficult to branch out far to right and left from the main railway lines. It seems a case in which a circular ticket is indicated, giving one the right of entry into Spain via Hendaye on the Biscayan side of the Pyrenees and of exit on the Mediterranean side. The obvious halting places would be Burgos, Segovia (or Avila), Madrid, Toledo and then either Seville, Cadiz, Granada, Ronda, Malaga, or Zaragoza, Barcelona, Valencia, Balearic Islands returning to Barcelona.



Rye Harvest in Czechoslovakia

E.N.A.

CZECHOSLOVAKIA

CZECHOSLOVAKIA is situated in the heart of Europe. The country extends from the frontiers of Germany on the west and north-west, to those of Roumania on the east. It is bounded by Germany and Poland on the north, and by Austria and Hungary on the south, and is a land of rich resources and great natural beauty. Its inhabitants are Czechs and Slovaks, Germans and Ruthenes, Magyars, Poles and Jews. The Czechs and Slovaks together form more than three-fifths of the total population, and the Germans nearly one-fourth.

Before the war Bohemia and Moravia, peopled mainly by Czechs, were provinces of the Austrian Empire. Most of the Slovaks lived in north-west Hungary, and had for a thousand years been ruled by the Magyars. Czechs and Slovaks are Slav peoples who settled in Central Europe in the sixth and seventh centuries. They are closely akin by race, and their languages are as similar to each other as are English and Lowland Scots.

The political history of what is now Czechoslovakia is chiefly the history of Bohemia and Moravia. At one or two points it touches the history of England. The Prince of Wales' feathers were, for instance, taken by Edward the Black Prince from the blind King John of Bohemia at the battle of Crécy in 1346. John Hus, the leader of the Bohemian Reformation, who was burned at the stake for heresy on July 6, 1415, was the friend and disciple of Wyclif, the early English reformer. In the fourteenth century Prague, the capital of Bohemia and, today, of Czechoslovakia, was the most brilliant European centre of learning and, for two hundred years after the martyrdom of Hus, Bohemia was a stronghold of the Reformation.

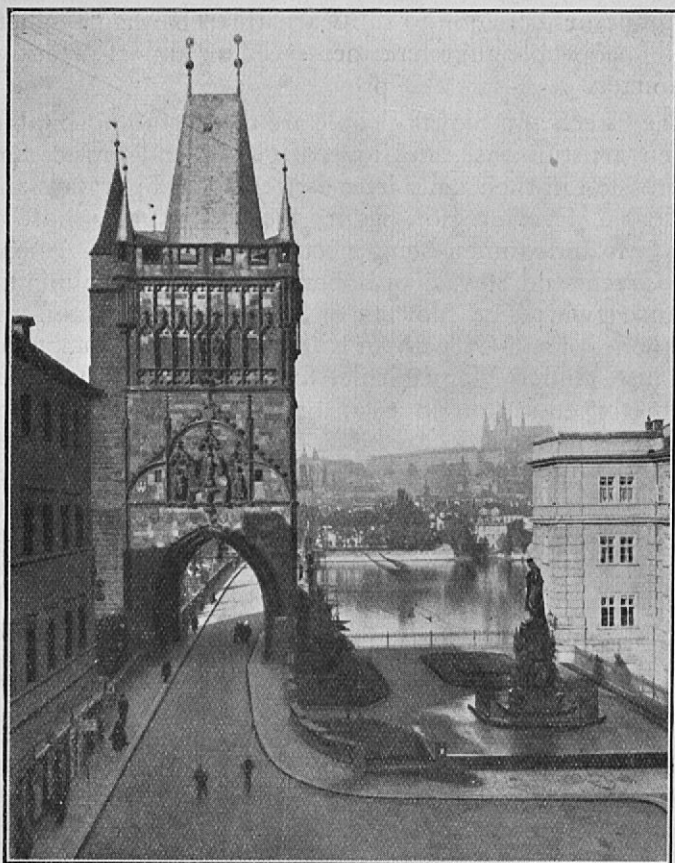
For this reason the Habsburg-Jesuit Counter-Reformation overthrew the Czech state in 1620; and, during the Thirty Years War which followed, the country was devastated, its nobles executed or exiled, their lands confiscated, its people's language and faith proscribed. The

Emperor Ferdinand II of Habsburg reduced what had been a flourishing, independent country of 3,000,000 inhabitants to a stricken province with a population of barely 800,000.

For nearly three hundred years the Czechs lay under the Habsburg-German heel. Not until the beginning of the nineteenth century could a movement for national redemption begin. It came to a head in the Great War when Professor Masaryk, a Moravian Slovak, escaped to Italy, and declared war against Austria at Geneva on the four hundredth anniversary of the martyrdom of Hus. In 1917 he raised an army of 50,000 men among the Czechoslovak prisoners of war in Russia. It marched across Siberia, on its way round the world, in the hope of joining the Allied forces in Europe. Meanwhile, the Czechoslovaks were recognised by France, Great Britain, the United States and Italy as an allied and belligerent nation; and their leaders at Prague proclaimed their independence and established the Czechoslovak Republic on October 28, 1918. On his return home Professor Masaryk was chosen first President of the Republic, a position which he has since held.

Few European countries can boast of scenery more diversified or more beautiful than that of Czechoslovakia. Great rivers, mostly tributaries of the Danube—which forms the border between Czechoslovakia and Hungary for a hundred miles—run mainly from north to south; but in the Giant Mountains of the west, the Tatras and the Carpathians of the north and east, innumerable mountain streams and lakes are to be found. In Bohemia, Czechoslovak-Silesia and Moravia, industrial regions, with coal mines, blast furnaces, sugar factories, textile mills and iron works, bear witness to the industrial activities of the country. Nevertheless Czechoslovakia is mainly agricultural, nearly 40 per cent. of the population being employed on the land as compared with 34 per cent. in trade and industry.

Of the cities, Prague, the capital, is the most important. Its population is rapidly approaching 1,000,000 souls.



E.N.A.

Prague: the Altstadter Tower on the Karl Bridge across the Moldau

Finely situated on the heights above and along the river Vltava, or Moldau, its architecture is worthy of its natural advantages. West of Prague lie the famous watering places Karlsbad, Marienbad and Franzenbad; while a little to the south the city of Pilsen, where the Skoda works are situated, is the centre of one of the largest brewing industries in the world. The capitals of Moravia, Brno, or Brünn; of Silesia, Olomouc or Olmütz; and Bratislava, or Pressburg, the chief city of Slovakia, are well worth a visit. Eastwards the country extends across

a mountainous region to sub-Carpathian Ruthenia, where land and people alike have preserved an almost primitive character.

The Czech and Slovak people are merry and hospitable. Their artistic sense, and love of colour and music, find expression in their daily lives as well as on high days and holidays. Every region has its special costume, those of the girls and women being peculiarly attractive. Among the Czechs and Slovaks of Bohemia and Moravia illiteracy is unknown. The Slovaks of Slovakia proper and the Ruthenes of sub-Carpathian Ruthenia are more backward, because, under Magyar rule, few facilities were offered them for education in their native tongues. Little by little these drawbacks are being overcome by the National Government and also by the influence of important gymnastic associations like the Sokols. There are few finer spectacles in the world than the great gathering of the Sokols at Prague every five or six years; and the physical fitness and moral discipline which these associations help to foster are revealed in the proficiency which Czechoslovaks show in many forms of sport.

SOME USEFUL FACTS

Area	...	...	...	...	...	54,000 square miles
Population	...	...	...	...	...	14,701,000 inhabitants

Percentages of population (Census of 1921):

Czechs and Slovaks	...	...	...	...	...	65.5
Germans	...	...	...	...	...	23.4
Magyars	...	...	...	...	...	5.6
Carpathian Ruthenes	...	...	...	...	...	3.5
Jews	...	...	...	...	...	1.4
Poles	...	...	...	...	...	0.6

Percentages according to religion (Census of 1921):

Roman Catholics	...	...	...	...	...	76.3
Protestants	...	...	...	...	...	7.2
Czechoslovak National Church	...	...	...	...	...	3.9
Greek Catholics	...	...	...	...	...	3.9
Jews	...	...	...	...	...	2.6
Other Denominations and Undenominational	...	...	...	...	...	6.1



Gymnastic performance by the Sokols at Prague E.N.A.

Chief Industries:

Production of Coal and Lignite (1928)	...	35,000,000 tons
„ Raw Sugar	... ..	1,250,000 „
„ Iron	... ..	1,600,000 „

Foreign Trade:

Exports (1930)	... ..	£110,000,000
Imports (1930)	... ..	£95,000,000

SUGGESTIONS FOR READING

The Making of a State (George Allen & Unwin, 21s.). Describes President Masaryk's work for the redemption of his country from Austrian rule; indispensable as a guide to the fundamental ideas of Czech history and to the beliefs which inspired the action of its author. The closing chapters, on the philosophy of democracy, are most important. *Masaryk*

of *Czechoslovakia*, by A. D. Lowrie (Oxford University Press, 3s. 6d.). Offers a penetrating analysis of President Masaryk's life and character. As an introduction to the study of Czechoslovakia it can be highly recommended. *The Spirit of Bohemia*, by Vladimir Nosek (George Allen & Unwin, 12s. 6d.), covers the whole history of the Czech people from the rise of their nation in the tenth century up to the establishment of the republic. It contains also an admirable account of Czech music and literature, together with biographies of the principal Czech writers and composers. *East of Prague*, by C. J. C. Street (Geoffrey Bles, 10s. 6d.), is an attractive description of travel through Moravia, Slovakia and sub-Carpathian Ruthenia. It is well illustrated. *Wanderings in Czechoslovakia*, by Gerald Druce (Williams & Norgate, 7s. 6d.), deals mainly with Bohemia and her chief towns.

NOTES ON TRAVEL

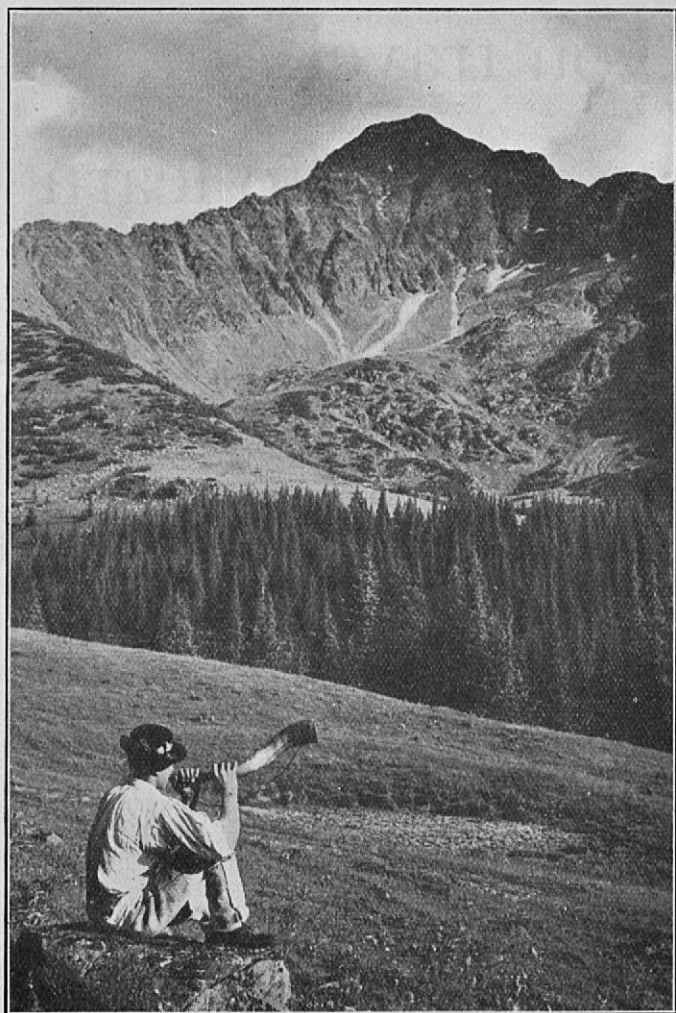
Travel Seasons. The best time to visit towns is in the spring or autumn; the health resorts from May to September (high season, July and August); the mountains from July to the beginning of September; the winter sports resorts from December to the end of March. August and September are particularly good months for motor-car tours.

Suggested three weeks' tour. First day: Depart from London in morning. Second day: Arrive at Prague in afternoon. Third and fourth day: At Prague. Fifth day: Excursion to the castles of Karlstejn, Krivoklat and Lány. Sixth day: Excursion to the old town of Kutná Hora or to Tabor, once the stronghold of the Hussites. Seventh day: Depart from Prague in morning, arriving midday at Blansko. Visit the famous Macocha abyss and the vast stalagmite and stalactite caves and depart for Brno (half-hour by train). Eighth day: At Brno. Ninth day: Excursion to the 'Moravske Slovensko' district, where the peasants still retain their picturesque costumes, decorative style of building, etc. Tenth day: Depart for High Tatra Mountains, arriving there late afternoon. Eleventh to fifteenth day: High Tatra Mountains. Excursions in the mountains; to the Dobsina Ice Cave; to the Demanova Caves, etc. Sixteenth day: Depart for Bratislava. The railway follows the romantic valley of the river Váh, bordered by the foothills of the Carpathians and isolated rocks, with a number of ancient castles and castle ruins. Break journey at Trencianske Teplice or Piestany Spa, famous for their thermal springs. Seventeenth day: At Bratislava. Leave overnight for Prague. Eighteenth day: Continue journey to the world-famous spa Karlovy Vary (Karlsbad), arriving there midday. Nineteenth day: At Karlsbad. Half-day excursion to the radium spa, Jachymov. Twentieth day: Depart in afternoon from Karlsbad for London. Twenty-first day: Arrive London in evening.

Cost. Approximate cost, second-class travel, good hotels, £35.

Routes to Prague: a. Via Dover-Ostend-Nürnberg-Cheb (32½ hours). b. Via Harwich-Flushing-Leipzig-Dresden (29½ hours). c. Via Folkestone-Boulogne-Paris-Nürnberg (33½ hours). d. Via Harwich-Hook of Holland-Dresden (34 hours). e. By air via Rotterdam-Leipzig (10 hours).

Passport formalities. No visa. Valid British passport only required.



Mondiale

The Slovak shepherd calls his companions in the High Tatra

Information regarding hotels, etc.

- a. Czechoslovakia: Union for Promoting Tourist Traffic, Prague I;
Obecni dum. CEDOK Travel Office, Prague I, Prikopy 13;
and branch offices throughout Czechoslovakia.
- b. England: Czechoslovak Travel Bureau (CEDOK) Ltd., 21
Regent Street, London, S.W.1.

If you travel

If you want to learn

foreign languages

If you are interested in

international affairs

then there are two indispensable weekly papers you should read:

THE LISTENER

which publishes Vernon Bartlett's weekly survey "The Way of the World." *Published every Wednesday, price 3d.*

WORLD-RADIO

which gives full details of all Continental wireless programmes. *Every Friday, price 2d.*

INDISPENSABLE AND IMPARTIAL
