

# To the arctic [ to be continued]

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year. Imports were 279,798,307 francs and exports 210,327,785 francs. The results of the three quarters were as follows (in millions of francs), compared with 1935:—

	Imports		Exports	
	1935	1936	1935	1936
1st quarter	293.1	268.5	200.0	192.4
2nd quarter	329.4	273.5	201.2	203.8
3rd quarter	311.6	279.7	188.3	210.3

The results of the third quarter of the present year were not affected by devaluation. The decrease in imports, compared with 1935, is mainly due to import quotas. The situation of the export trade is better, but it is too early to speak of a recovery. The results of the four chief exporting industries are nevertheless very encouraging, as is shown by the following figures (in millions of francs) for the first nine months of 1935 and 1936:—

	1935	1936
Watchmaking .....	80.0	92.3
Silk .....	52.7	53.0
Cotton .....	62.0	63.3
Machines .....	69.2	77.7

The improvement is particularly noticeable in the watchmaking and machines industry, the situation of which seemed almost hopeless two years ago.

*Economist.*

### BIG SWISS NATIONAL EXPOSITION TO BE HELD IN ZURICH, IN 1938.

Plans have recently been approved by the Swiss government for a National Exposition in 1938. While Berne, the capital, was hostess to the last event of this kind in the ill-fated year of 1914, Zurich, the country's largest city, has been chosen as the site for the next fair.

Zurich, with a population of 330,000, is the commercial and industrial capital of Switzerland. It enjoys a glorious location on both banks of the river Limmat and on the long and lovely lake to which it has given its name. Verdant mountains rise on both sides and a range of ermine clad peaks provides a heavenly outlook in the distance. For intellectual and artistic associations this Swiss metropolis, which dates back to the era of the lake-dwellers, occupies an exalted rank. For sports and pastimes its opportunities are legion.

Plans of the Organization Committee of the forthcoming Swiss National Exposition foresee an expenditure of some 20 million Swiss Francs. The event is intended to put Switzerland on parade. Scenic attractions, native life and folklore, home and industrial activities, intellectual, scientific and artistic attainments: all these features will be realistically covered. Electrical power stations will be driven by Alpine torrents, workshops will operate at full speed, professional school classes will be in session, etc.

In connection with this national manifestation there will be a Costume Festival, an Inter-

national Music Festival, an Automobile Show, an International Exhibition of Modern Art, an Aviation Show, an International Rowing Regatta and a Horse Show.

A variety of intriguing sweepstakes will be organized as an attraction for the visitors. In the Art section, for instance, where each artist is at liberty to exhibit the picture he considers to be his best, the jury's choice will be kept secret until a public vote has been cast, deciding the first prize. The winner of the sweepstake receives the most popular picture, whereafter the jury's decision is revealed.

Competitions among industrial exhibitors will be another novelty. In this section products exposed to wear and tear, such as linoleum used on the floors of the Exposition halls, will be examined at the end of the show, a distinction going to the one judged to be in best condition.

The entire history and development of the Swiss people will be carefully portrayed including the evolution of government from the feudal and patriarchal régimes to present-day institutions.

Switzerland, the home of pioneer educators like Pestalozzi, Froebel and von Fellenberg, has played an international rôle in the field of education and the Exposition's section for Education and Physical Culture will consequently be most enlightening.

Art, too, has always occupied a prominent place in the life of the Swiss nation, and the Arts Section will contain some of the finest drawings and paintings of Holbein (who lived and painted in Basle for many years), of Conrad Witz, Urs Graf, Manuel, Fuessli, known in England as Fuseli, Hodler, Giacommetti, Amiet and others. Music will be represented by compositions of Hegar, Huber, Suter, Honegger and Gustav Doret; Drama by Widmann, Caesar von Arx, Beer and Guggenheim; Literature by J. J. Rousseau, Jeremias Gotthelf, Gottfried Keller, C. F. Meyer, Spitteler, Knittel, Moeschlin, Schaffner; the Sciences by the mathematicians Euler and Bernoulli, the great surgeons Kocher and Roux, by Forel and the oculists Dufour, Haab and Vogt.

A special pavilion will be devoted to the efforts Switzerland is at this time making for the military defense of her independence and neutrality, and a specially entertaining department will show how the Swiss spend their leisure hours.

*S.F.R.*

### PERSONAL.

SURGEON LIEUTENANT-COMMANDER C. B. NICHOLSON, R.N., AND MISS SUTER.

The engagement is announced between Charles Boyd, elder son of Dr. and Mrs. C. H. Nicholson, of Lawrence Street House, Mill Hill, N.W.7, and Margaret (Peggy), only daughter of Mr. and Mrs. A. F. Suter, of Lower Kingswood, Surrey.

### TO THE ARCTIC.

In a Bantam Alvis.

By M. E.

Everything was ready, suitcases were packed, the car in good running order, and we were off! My brother and I left home on Wednesday, 20th June in a Bantam Alvis on a trip to the Arctic.

We drove along the Great North Road, stopped at York for lunch and arrived at Newcastle at four o'clock in time to board the "Jupiter." With the few passengers, mostly men, we had dinner which was more like an English breakfast, where everyone helped themselves. I went to bed feeling bad, and became worse through the night and the next day. The captain, all sympathy, came to ask if he could do anything for me. The hours dragged on. At last I got up and found the ship sailing in the most peaceful waters, in and out of lovely islands and skirting great icebergs. Then we were taken to the Customs Officials, and found them very considerate and polite, although they wasted a lot of our time. When we went back to the car, we found it surrounded by a crowd of people; at least thirty rubber-necks gazing at us and the Bantam.

We stayed at an ultra-modern but badly built hotel called "Sola" for the night. It commanded a view of a heavenly beach on which numbers of Englishmen and Norwegian girls were dancing and enjoying themselves. The magnificent colours of the sunset and the golden moon reflected in the waters below made the view outside too lovely for description.

Next morning we started early. The run from Sola to Arandal was very beautiful and varied; the most amazingly bleak glacier peak being the principal feature of the country and could be seen for miles. We travelled on and on through the most beautiful places with lakes and fjords to feast one's eyes on.

Norway is lovely, the colours so soft, and the people although a little 'slow' seemed to be so

kind, not very good-looking in general but of a clean healthy and sturdy build. Their white wooden houses looked comfortable and clean. From Arandal we went to Oslo. Gosh, we found the food strange. They have a huge buffet which does both for supper and breakfast. The quantities of food made me feel rather squeamish, especially as everything is flavoured with caraway seeds. The rooms and beds are clean but the "zeppelins" on the beds are rather a nuisance, as they keep for ever slipping off. In the morning we had a look around the town. I loved the view of the fjord of Oslo with its sailing boats, but the actual buildings in the town are cheap and look poor. We were disappointed on Sunday in not seeing anyone in National Costume; a sight we had been led to expect.

We crossed over into Sweden with the impression that the Norwegians are a very charming race, but far from handsome. On the frontier I had a long talk with a Swiss from Bâle and was very pleased to show off my "Schwyzerdütsch." The Swedish towns look imposing with perfect wide roads and clean handsome people. The famous Trollhatten Waterfalls were dry, beauty had to give way to Power; — the fate of so many beautiful places now-a-days. We stayed at the Park Hotel Boras for the night and started early the next morning. The roads were simply perfect; we could do the most unexpected averages. Everything looked so fresh and pure everywhere. — with here and there a lake or a river in the interval of the miles of forests through which we drove. The weather was perfect. Sweden is certainly an ideal country in which to travel.

We got to Stockholm that evening, and stayed at the K.A.K. Hotel and found it very comfortable. Spent the evening at the Tivoli, also a lot of öres on the motor car and switchbacks. There seemed to be more girls than men in the streets at night, and I was disappointed in the tall blonde Swedes. Stockholm was a beautiful city the buildings were all so solid and clean, while the waterways reminded me of those in Venice, but, of course, without the smell. I

should have liked to have spent several days here to see the town and visit the museums. From Stockholm we went to Falun, and then to Rattvick, where we stayed at a very nice holiday hotel overlooking a lake. The waitresses were all dressed in national costume and looked so nice and fresh. The countryside from here to Härnösand gets more and more monotonous, the whole day; — nothing to see but forests of trees snow-white birches and wonderfully coloured firs, — and so we drove on for miles and miles further North. Now and then there were colossal road extensions and improvements. The Swedes plan their roads on a very large scale. We then crossed three ferries, one of which was worked by an old Ford engine.

Spent the night at Lulea where we saw a glorious sunset. This country never fails to astonish us with its endless daylight continuing till 2 o'clock in the morning. Breakfast could not be had for love or money before 9 a.m. This delayed us starting. Bantam was running well but looked dirty; the dust was terrific, one could hardly see the road for miles after we had passed.

At Haparanda we crossed the frontier into Finland. I was rather sorry to leave Sweden. It was such a pleasant country.

The Finnish roads were not as good as the Swedish, but the trip promised to become more interesting. We crossed colossal rivers and saw great logs of timber floating down the river. At one place where we had to cross the Kemi Tokie we saw three men on a raft who caused a stoppage of the on-flowing logs by pushing the raft into the stream occasionally. Thus a ferry was made across the river. All ferries are free in Finland.

The Finns look rather rough up here. They nearly all wear Finnish boots with well-turned up toes like the Russians. The children seemed to love to run after us for miles waving and cheering. Rovaniemi was our next stop, and there we were very impressed by the sight of the mighty river on which immense quantities of timber floated by. I have never before seen such enormous rivers and such immense numbers of logs of timber.

*(To be continued).*

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