



BRIDGE
CHAMPIONSHIP

AND
CONGRESS
OF
THE INTERNATIONAL
BRIDGE LEAGUE

OSLO
26TH JUNE-3RD JULY
1938

*Welcome
to Oslo*



A PUBLICATION FROM THE
NORWEGIAN BRIDGE LEAGUE

TO OUR FRIENDS IN
THE INTERNATIONAL
BRIDGE LEAGUE

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NORSK BRIDGEFORBUND

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Welcome to Oslo

WHILE very much appreciating the decision of the International Bridge League to leave the arrangement of the International Bridge Championship and Congress in 1938 to the Norsk Bridgeforbund to be held in Oslo, this Association hereby has much pleasure in offering all its guests a most hearty welcome to our Capital.

Bearing in mind the festive and cordial character of our previous meetings it should be unnecessary for us to say that we shall be happy to do our utmost also to make the gathering in Oslo a success both from the visiting point of view as well as regards the Bridge Contest.

A hearty welcome to all.

NORSK BRIDGEFORBUND

PRESIDIUM AND HONORARY MEMBERS:

Chief Patron of the Tournament:

Alfred Madsen,
Norwegian Minister of Trade.

President of the International Bridge League:

Captain Johannes Brun, Norway.

Honorary Members of the International Bridge League:

Lieut. Col. A. J. E. Lucardie, Holland.

Honorary President of the I.B.L., Superior Council, and acting Vice-president of the I.B.L., European Division.

R. Delhaye van Gansberghe, Belgium.

President of the I.B.L., Superior Council.

A. E. Manning-Foster, England.

President of the British Bridge League.

W. E. Kroesen, Holland.

Honorary Secretary of the I.B.L., Superior Council and I.B.L., European Division.

President of the Norwegian Bridge League:

Advocate of the Supreme Court Oluf Aall.

Honorary Member of the Norwegian Bridge League:

Rektor A. Midsem.



Oluf Aall



Alfred Madsen



Johannes Brun



A. J. E. Lucardie,
Holland



R. Delhaye,
Belgium



A. E. Manning-Foster,
England



W. E. Kroesen,
Holland



A. Midsem,
Norway

From left:
Capt. Johannes Brun Norway
Ing. Kurt Bendix Germany
Capt. Pollak Austria
Dr. Melville Smith England
W. E. Kroesen Holland
A. J. E. Lucardie Holland
A. L. Th. J. Vogelsang Holland

The Founders of the International Bridge League
Scheveningen 10th June 1932



THE INTERNATIONAL BRIDGE LEAGUE

Superior Council.

Hon. President:

Lt. Col. A. J. E. Lucardie.

President:

R. Delhaye van Gansberghe.

Hon. Secretary:

W. E. Kroesen.

American Member:

Albert H. Morehead.

European Members:

A. E. Manning-Foster

Capt. Johannes Brun.

Baron Dr. Bohus Rieger.

AMERICAN DIVISION:

President:

Albert H. Morehead.

EUROPEAN DIVISION:

President:

Captain Johannes Brun.

Acting Vice-President:

Lt. Col. A. J. E. Lucardie.

Hon. Secretary:

W. E. Kroesen.

Delegates at the Board:

Austria: Dr. Paul Stern.

Belgium: R. Delhaye van Gansberghe.

Czechoslovakia: Gen. Dir. A. Zahler.

Denmark: Karl Eskelund.

Egypt: M. Herman.

Estony: S. Kallas.

Finland: H. G. Standertskjöld.

France: Commandant de Lignières.

Germany: Graf zu Dohna.

Great-Britain: A. E. Manning-Foster.

Holland: A. J. E. Lucardie.

Hungary: P. Szigety.

Italy: Paolo Baroni.

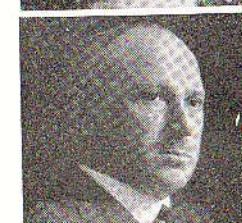
Norway: Johannes Brun.

Roumania: Ing. Theodorescu.

Sweden: Dr. E. Henriqués.

Switzerland: Dr. Paul Herrmann.

Yugoslavia: W. de Marsano.



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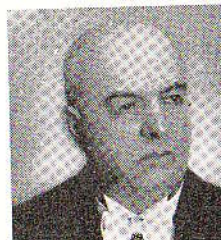
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Wellknown
Bridgetaces
from abroad

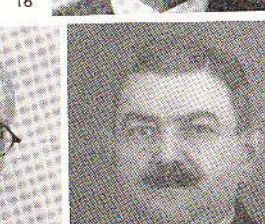
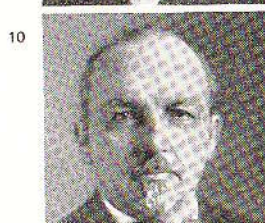
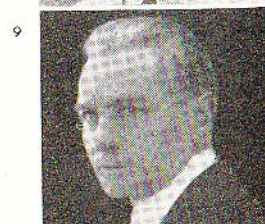
1. Dr. Paul Stern, Austria
2. Mrs. Marianne Boschan, Austria
3. Mrs. Ethel Ernst, Austria
4. Mrs. Lise Klauber, Austria
5. Mrs. Rika Marcus, Austria
6. Gen. Dir. A. Zahler, Czechoslovakia
7. K. Eskelund, Denmark
8. M. Herman, Egypt
9. Commandant de Lignières, France
10. Graf zu Dohna, Germany
11. Dr. E. Henriques, Sweden
12. Dr. Paul Herrmann, Switzerland
13. Dr. R. Fazy, Switzerland
14. Dr. Szigeti, Hungary
15. W. de Marsano, Yugoslavia
16. G. Klein, Yugoslavia
17. M. Bosnjak, Yugoslavia



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THE NORWEGIAN BRIDGE LEAGUE:

Honorary Member:

A. Midsem.

President:

Oluf Aall.

Vice-President:

A. Lac. Tønnesson.

Hon. Secretary:

Morten Wagle.

Members of the Board:

Mrs. Inga Arnesen.

B. Eckblad.

N. M. Nielsen.

Erling Olsen.

Substitutes:

Bert. C. Middelthon.

G. Behrens Hagen.

REGIONAL CHAIRMEN AND SECRETARIES APPOINTED
BY THE NORWEGIAN BRIDGE LEAGUE:

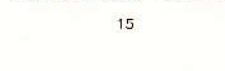
1st Region: N. M. Nielsen.	7th Region: Edw. C. Mowinckel.
2nd » A. Lac. Tønnesson.	8th » A. Midsem.
3rd » Borger Lenth.	9th » M. Schjetne.
4th » Harald Hansen.	10th » H. Johansen.
5th » Ferdinand Bie.	11th » Th. Angell.
6th » J. Jenssen.	

Secretary of the International Tournament:

Hans Cato Aall.

Faces from the
Norwegian Bridge
Administration

1. A. Lac. Tønnesson
2. Morten Wagle
3. Mrs. Inga Arnesen
4. B. Eckblad
5. N. M. Nielsen
6. Erling Olsen
7. Bert. C. Middelthon
8. Borger Lenth
9. Harald Hansen
10. J. Jenssen
11. Edw. C. Mowinckel
12. M. Schjetne
13. H. Johansen
14. Th. Angell
15. O. Krefling
16. W. Schibbye
17. Jens Magnus



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THE INTERNATIONAL BRIDGE LEAGUE 1932/38.

The International Bridge League was founded on the 10th of June 1932, during the first International Team Tournament at Scheveningen (The Hague) at the suggestion of the *Nederlandschen Bridge Bond*, by Austria, England, Holland, Norway and Hungary. Later in the year Germany, Belgium, Denmark and Czechoslovakia joined, so that at the end of that year the I.B.L. consisted of the nine above-mentioned countries.

During the following years a further nine countries have joined the I.B.L., which for the time being consists of the following countries:

Austria, Belgium, Czechoslovakia, Denmark, Egypt, England, Estonia, Finland, France, Germany, Holland, Hungary, Italy, Norway, Roumania, Sweden, Switzerland, U. S. A. and Yugoslavia.

After several efforts to come to an understanding between the affiliated European Leagues and the American Bridge League, an agreement was made in Paris on the 6th of September 1936.

This agreement will remain in force till the first of September 1938, at which time a definite decision about an amalgamation with America will have to be taken.

The above-mentioned agreement is based on 11 points of which we may quote:

«The I. B. L. will after October 1st. 1936 be known as:

The International Bridge League. European Division.

The International Bridge League. American Division.

In addition to the two divisions there has been formed a Superior Council (S. C.) of the I. B. L. to regulate and govern the joint affairs of the two divisions, consisting of ten members, five from each division. The President is to be elected for the first two years from the European Division and for the next two years from America.»

	<i>President</i>	<i>Acting Vice-President</i>	<i>Hon. Secretary</i>
1932/33	A. E. Manning-Foster.		W. E. Kroesen
1933/34	A. J. E. Lucardie		W. E. Kroesen
1934/35	R. Delhaye van Gansberghe		W. E. Kroesen
1935/36	Dr. E. Henriques	A. J. E. Lucardie	W. E. Kroesen
1936/37	His exc. Tibor de Kállay	A. J. E. Lucardie	W. E. Kroesen
1937/38	Johannes Brun	A. J. E. Lucardie	W. E. Kroesen

Championships.

Open Teams of Four won by:

1933.	London	Austria	
1934.	Vienna	Hungary	
1935.	Brussels	France	Austria
1936.	Stockholm	Austria	Austria
1937.	Budapest (World Championship)	Austria	Austria

Ladies Teams of Four won by:

Names of the Members of the victorious Teams.

1933. Austria: Dr. Paul Stern, Dr. Paul von Kaltenecker, Capt. Pollak, M. Fleischmann, W. Herbert.
1934. Hungary: Von Leitner, Alpar, Keleti, Klor.
1935. France: Albarran, Aron, Broutin, baron de Nexon, Rousset.
Austria: Mrs. Brunner, Mrs. Boschan, Mrs. Ernst, Mrs. Joseffy, Mrs. Mandl, Mrs. Marcus.
1936. Austria: Dr. von Kaltenecker, Jellinek, Capt. Pollak, Schneider.
Austria: Mrs. Brunner, Mrs. Boschan, Mrs. Ernst, Mrs. Joseffy, Mrs. Mandl, Mrs. Marcus.
1937. Austria: Karl von Bluhdorn, Dr. E. Frischauer, W. Herbert, H. Jellinek, Udo von Meissl, K. Schneider.
Austria: Mrs. Brunner, Mrs. Boschan, Mrs. Ernst, Mrs. Joseffy, Mrs. Marcus, Mrs. Klauber, Mrs. Riemer and Mrs. Schlesinger.

THE CONGRESS AND WORLD CHAMPIONSHIP IN BUDAPEST 1937.

This Congress was certainly one of the most important held so far by the I. B. L. Not less than 16 of the 18 Delegates were present at the Congress.

As to the tournament, the number of participants in the Championship has never been so great. 18 teams took part in the OPEN TEAMS OF FOUR WORLD CHAMPIONSHIP, among which two teams of the American Division of the I. B. L.

The tournament was played according to the Knockout-System. After the Elimination rounds were over, eight teams remained, viz: American Division (2 teams), Austria, England, Holland, Hungary, Norway, and Sweden. For the semi-final remained the two American teams, Austria and Hungary.

For the final were placed the American Division (Culbertson's team) and Austria. Austria was the victor with the following team: Dr. Paul Stern (Captain), Karl von Bluhdorn, Dr. E. Frischauer, Walter Herbert, Hans Jellinek, Udo von Meissl, and Karl Schneider.

Also the World Championship for Ladies' Teams of Four was won by Austria, with about the same team that bore off the prize in Brussels and Stockholm, and was thus victorious in the Championship for the third time running. The team consisted of: Mrs. Brunner (Captain), Mrs. Boschan, Mrs. Ernst, Mrs. Joseffy, Mrs. Marcus, Mrs. Klauber, Mrs. Riemer and Mrs. Schlesinger.

A consolation tournament for those dropped out in the Elimination rounds and the first round of the Open Teams of Four, was won by Hungary with the following team: Alpar, Decsi, Ferenczi, Keleti, Klor, Koranvi and Dr. Szerviczky.

The participants in the Open Pairs World Championship totalled 70 pairs. The tournament was played according to the Howell System. Victors were: Kovacs-Por, Hungary and Kotzantotte, Hungary.

In the Mixed Pairs World Championship 60 pairs competed. Victors were Mrs. Friberg, Sweden and Mr. Jørgensen, Denmark, and the Yugoslavian pair Mrs. Fisher and Mr. Singer.

NORWEGIAN BRIDGE LIFE.

Card-playing as a pastime has always been popular with the Norwegians. The long dark nights of winter and the great distances separating towns as well as villages have tended to develop some concentrated form of entertainment.

On its introduction into Norway the great game of Bridge aroused keen interest. The development from Auction to Contract Bridge brought about an enormous increase in the number of players, and to-day Contract Bridge may safely be said to be the only intellectual card game played in this country.

As recently as the year 1925 card-playing was mainly confined to the home and social club, but then followed the gradual formation of special bridge clubs. As their numbers grew it became evident that it would be of advantage for the players to form a league, and in April 1932 a number of prominent ladies and gentlemen interested in the game met under the presidency of Captain Johannes Brun and resolved to establish the Norwegian Bridge League.

The aims of the League were:

1. To offer its members advice and guidance in every question relating to bridge.
2. To formulate laws suitable for this country.
3. To promote a sound development of the game.
4. To establish co-operation with similar institutions in other countries.

Mr. A. Midsem, one of our pioneers and most prominent bridge experts, was elected the first President. He resigned in 1934 and was succeeded by Captain Brun, who held office until last year, when Mr. Oluf Aall was elected. According to the laws, clubs only are eligible as members; personal membership is not allowed.

The administration of the League is effected by a Board comprising the President, the Vice-President, and five members. Club Delegates meet annually.

The *Norsk Bridgeforbund* now has more than hundred affiliated clubs, numbering about 3,500 players. The country is divided into eleven Regions, each region having a secretary appointed by

the League to attend to its interests. Region One, Oslo and suburbs, embracing 43 clubs, has for two years been managed by its own Board, the Chairman being Mr. N. M. Nielsen. The League arranges the annual Norwegian Championship, each region being represented by the team winning the qualifying match.

Duplicate Bridge is extremely popular and is practically the only game played in the clubs. During the season a number of Inter-Club Matches and Cup Matches are held.

The ladies have their own clubs; there are also mixed clubs for both sexes.

Incidentally, it may be mentioned that the deaf have formed their own bridge club.

In conclusion it may be added that the working classes have their own Bridge League attached to the Labour Athletic Union. This organization is now a very important factor in Norwegian bridge life. The Oslo Region alone has approximately 20 clubs, the largest of which numbers more than 200 members.

Erling Wagle.

THE BRITISH BRIDGE LEAGUE

The British Bridge League was founded in May 1931 by Mr. A. E. Manning-Foster, who was its first President and who has remained its President up to now. The Board of the League consists of:

President: A. E. Manning-Foster.

The Earl of Rosslyn.	Edward Mayer.
The Viscount Doneraile.	Dr. Melville Smith.
Lord Tollemache.	Capt. J. Dalton.
Sir John Rhodes.	Algeron Sladen.
Frank England.	F. E. Perry.
Admiral Sir Sydney Fremantle.	A. T. Hasler,
G. C. B., M. V. O.	and all Local Hon. Secretaries.

The aims and objects of the League are:

1. To unite Bridge Players throughout Great Britain and the Overseas Dominions for the advancement of the interests of the games of Contract and Auction ON A STRICTLY AMATEUR BASIS.

2. To promote Auction and Contract Matches amongst its members and to encourage Inter-Club Tournaments and Matches.
3. To formulate definite laws for Match play.
4. To work for the standardization of Contract Bridge on lines acceptable to Bridge players.
5. To co-operate with other Leagues in all countries with similar purposes.
6. To assist the individual Bridge Player in every possible way.

—o—

The League has about 60 affiliated clubs. More than 80 Local Hon. Secretaries are surveying the interests of the League, both in Great Britain and abroad. The British Bridge League is the one and only League recognised by the I. B. L. as representative of Great Britain and with power to send a team for the international contests representing Great Britain.

The official organ of the League is: The Bridge Magazine.

Mr. A. E. Manning-Foster is an Honorary Member of the I. B. L. He was also its first President, and the first International Bridge League Tournament took place in London during his year of office. (1933.)

THE NETHERLAND BRIDGE LEAGUE

The Netherland Bridge League was established on the 22nd November 1930. The League consists of:

1 Member of Honour: W. E. Kroesen.

10 Honorary Members:

Mrs. Madeleine Kerwin.	Raymond Delhaye van Gansberghe.
A. E. Manning-Foster.	Dr. Paul Herrmann.
Dr. Kurt Bendix.	Rektor A. Midsem.
Dr. Paul Stern.	General G. de Dormandy.
Pierre Bellanger.	Captain Johannes Brun.

Today the Netherland Bridge League has between 2,000 and 2,500 personal members and about 75 affiliated clubs.

The personal members are organized in 15 divisions. The Presidents of these divisions and the Technical Adviser form the Board.

The Executive Committee is formed by: President: A. J. E. Lucardie. Vice-President: W. B. Buma. Hon. Secretary-Treasurer: Ir. J. A. de Lint.—Technical Adviser: E. C. Goudsmit. Editor of the Monthly: F. W. Goudsmit.

The Netherland Bridge League was one of the founders of the International Bridge League, and has participated in every Championship Tournament arranged by the I. B. L. The President of the Executive Committee A. J. E. Lucardie is Hon. President of the I. B. L., Superior Council, and Hon. Member of the I. B. L.

The Member of Honour, W. E. Kroesen, is Hon. Secretary of the I. B. L. He is also Hon. Member of the I. B. L.

THE AUSTRIAN BRIDGE LEAGUE

The Austrian Bridge League was founded on January 1st 1929.

Dr. Paul Stern was elected its first President. He resigned in 1933 and was succeeded by Dr. Fritz von Foregger, who held office for a year, when the present President, Ministerialrat Dr. Richard Katziantschitsch, was elected.

Originally the membership was personal, but now only clubs and associations may be members of the League. Personal membership is not allowed.

All clubs and associations interested in bridge-playing are affiliated to the League, which annually arranges the Austrian Championship. This has so far been won every year by the Wiener Bridge Club.

Austria is one of the founders of the International Bridge League and has participated in every international tournament arranged by the I. B. L., with brilliant results.

The Austrian Team won the Tournament in London in 1933, in Stockholm in 1936 and in Budapest in 1937. (The World Championship).

The Austrian ladies have also gained a high reputation as bridge-players as a result of their remarkable victories in Brussels 1935, Stockholm 1936 and Budapest 1937. (The World Championship.)

THE DANISH TOURNAMENT-SCHEME

- 1) Immediately before the beginning of the first round and preferably in the Tournament hall itself in the presence of the public every participating country draws a number.
- 2) In the first round Team 1 plays against Team 2, Team 3 against Team 4, etc. (24—32 hands).
- 3) The order of playing in the second round is to be fixed according to the scores obtained in the first round. The teams having obtained most victory-points are placed at the top of the list and those teams play afterwards against each other. In case of an equal number of points the order is to be fixed according to the numbers of the teams.
- 4) The order of the following rounds takes place in the same way and the order of playing of the teams in the list is every time fixed according to the number of points obtained each time.

All the teams participate in the first 7 or 8 rounds in which they have an opportunity to win.

The last three days, Friday, Saturday and Sunday are used for playing the four or five final rounds between the four highest teams, which if desired can play every one against every other team. In these matches more hands must be played, for instance 64 hands per round.

- 5) Each tournament is calculated according to the international laws and match-points from 0 to 12 are awarded according to the «Vienna System».
- 6) For a match won 4 victory-points are awarded. For an undecided match 3—1 and 2—2 victory-points are awarded and that according to the prevailing international rules. When a certain number of rounds has been finished — 7—8 rounds are to be considered sufficient, when the number of participants does not exceed 20 — the four, if possible the six highest teams of the list are taken and these go on in exactly the same manner in three or four final rounds (64 hands). In these final rounds the teams start from 0, so that no victory-points of previous rounds are carried forward.

EUROPEAN VICTORY-POINTS. (Decision of the Budapest-Congress)
Every match is considered as undecided if the matchpoint-difference does not amount to more than $\frac{1}{4}$ of the hands played. In this case every team gets 2 victory-points. (V. P.)

If the difference is more than $\frac{1}{4}$ of the hands played but less than the number of the hands, the winning team gets 3 victory-points and the loser 1 victory-point. If the matchpoint-difference reaches the number of the hands played or surpass them, the winning team gets 4 victory-points, the loser 0.

EUROPEAN MATCH-POINTS.

The total-point difference will be reduced to Match-Points (M. P.)					
A win by	1 — 30 =	1 M.P.	A win by	400 — 499 =	7 M.P.
» » »	31 — 60 =	2 »	» » »	500 — 599 =	8 »
» » »	61 — 100 =	3 »	» » »	600 — 749 =	9 »
» » »	101 — 189 =	4 »	» » »	750 — 1499 =	10 »
» » »	190 — 299 =	5 »	» » »	1500 — 1999 =	11 »
» » »	300 — 399 =	6 »	» » »	2000 —	= 12 »

PROGRAMME OF THE TOURNAMENT.

Sunday

- June 26th. 11.30 Official Opening of the Championships.
 14.15 First Qualifying Round of the Open Teams of Four, European Championship.
 First Round of the Ladies Team of Four, European Championship.
 20.30 Second Round. Open Teams (Qual.)

Monday

- June 27th. 14.00 Third Round. Open Teams (Qual.)
 Second Round. Ladies Teams.
 20.30 Fourth Round. Open Teams (Qual.)
 Third Round. Ladies Teams.

Tuesday

- June 28th. 10.00 Assembly of the I. B. L.
 14.00 Fifth Round. Open Teams (Qual.)
 20.30 Sixth Round. Open Teams (Qual.)
 20.30 Fourth Round. Ladies Teams.

Wednesday

- June 29th. 10.00 Assembly of the I. B. L.
 14.00 Seventh Round. Open Teams (Qual.)
 Fifth Round. Ladies Teams.

Thursday

- June 30th. 20.30 First Round. Open Teams (Final).
 First Round. Open Teams (Consolation).

Friday

- July 1st. 10.00 Assembly of the I. B. L.
 14.00 First Round contd. Open Teams (Final).
 Sixth Round. Ladies Teams.
 Second Round. Open Teams (Consolation).
 20.30 Second Round. Open Teams (Final).
 Third Round. Open Teams (Consolation).

Saturday

- July 2nd. 14.00 Second Round contd. Open Teams (Final).
 Seventh Round. Ladies Teams.
 Fourth Round. Open Teams (Consolation).
 20.30 Third Round. Open Teams (Final).

Sunday

- July 3rd. 14.00 Third Round contd. Open Teams (Final).
 Fifth Round. Open Teams (Consolation).

The final Programme which will contain the programme of the various excursions and visits, and the programme of the festivities, will be announced later.

The tournament will be arranged in compliance with a Tournament—Scheme composed by the engineers Dedichen and Tegner of the Danish Bridge Association, which is known by the name of «Danish Tournament—Scheme».



—SÅ SPILLER VI BRIDGE
MED

KÅRDEKORT

NORSKE KVALITETSKORT

THE NEWEST - BEST - AND MOST
COMFORTABLE RESTAURANT
IN OSLO

Ritz - Syden

STORTINGSGATEN 20
(OPP. THE NATIONAL THEATRE BUILDING)

•
Cold Beer
Wines
Spirits
•



CONCERT TO 1/2 1 O'CLOCK NIGHT

*Hele familiens
daglige
sepe*



Oké
BARNENGEN

TOSTRUP

Etablert 1832

Oslo

Karl Johansgt. 25

Landets eldste gullsmedverksted har i over 100 år levert gull og sølv til de tusen hjem.

På Tostrups verksted arbeider nu over 100 mann. Der arbeides efter egne tegninger og av norsk sølv.

Premier, pokaler, merker, medaljer. Gaver til barnedåp, konfirmasjon, brylluper, sølv- og gullbryllup. Jubileumsgaver. Hedersgaver.

Egen fabrikk for forarbeidelse av
SØLV - SKJEARTIKLER
i over 30 forskjellige mønstre



LYCHES RESTAURANT er et av Oslos mest søkte lunch- og middagsrestauranter. Middags- og aftenkonsert av Thode Fagelunds orkester

Bridge krever konsentrasjon og anspennelse

De holder Deres evne til konsentrasjon og anspennelse vedlike under spillet ved å spise noen biter av den utsøkte

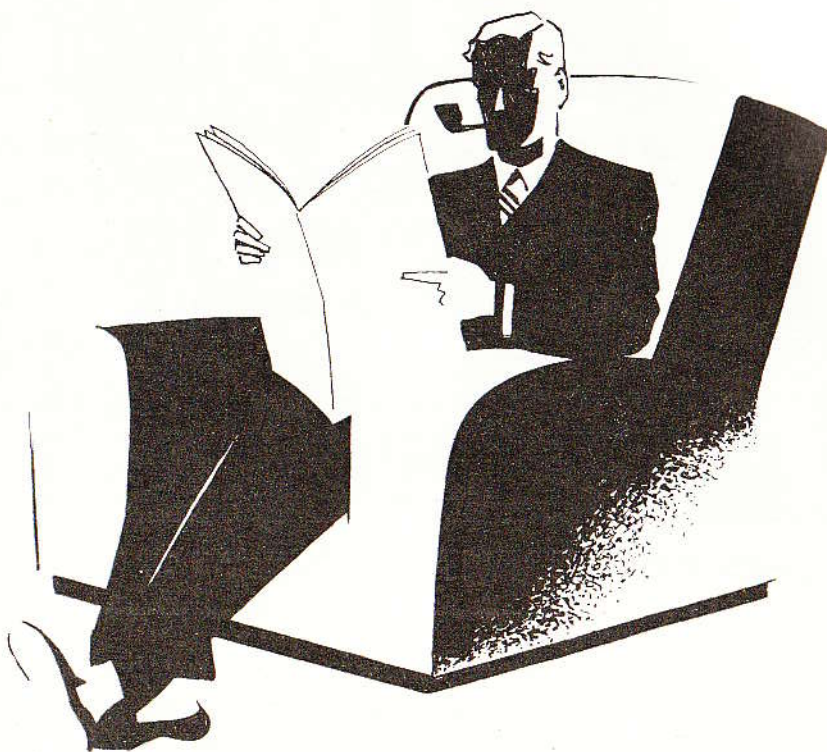
Freia

A la Carte

Assortert ren spisechokolade
av høyeste kvalitet

A/S FREIA CHOCOLADE FABRIK

Stedet hvor den *gode* chokolade kommer fra



Det eneste
norske ukeblad som bringer
regelmessige bridgeartikler er

Allers

Vi representerer de kjente merker

**CHRYSLER
PLYMOUTH
FARGO**

Automobilfirma

KAARE ERIKSEN A.S

Oslo • Tollbodgaten 30

Forlang

REX

— da er De sikker!

Rex koke- og varmeapparater
byr Dem alle de fordeler
et kvalitetsprodukt kan gjøre.

Det er kvaliteten REX har bygget sitt ry på.

FABRIKANT: **Ø ELEKTRISK BUREAU**

Norges største og eldste elektrotekniske fabrikk.



Forlang

**Duff's
Whisky**

På karaffel
kr. 13.50

Fin gammel
vare

Macleay, Duff Distillers Ltd.



Les Culbertsons bok

Jo-jotte

Boken om tomanns-
spillet som er like
verdifullt som bridge.

Kr. 5.00, innb. 6.50

J. W. CAPPELENS FORLAG

L. SEMB & CO.

KIRKEGATEN 36

HJØRNET KARL JOHAN

GARANTI FOR
HØIESTE KVALITETER

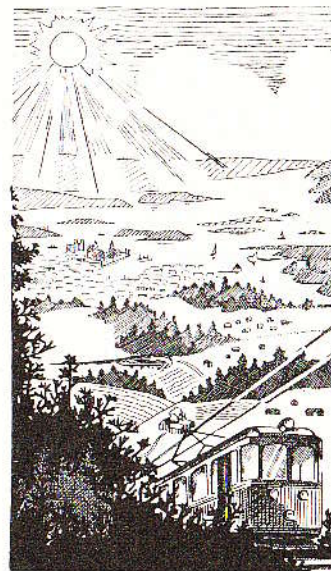
ALLTID DE SISTE NYHETER
I DAME- & HERRESTOFFER



*Frognersteterens
hovedrestaurant*

med den vidunderligste utsikt over
Oslofjorden.
Høide over havet 1500 fot.

*Diner, Souper a la Carte og
konditorservering.*

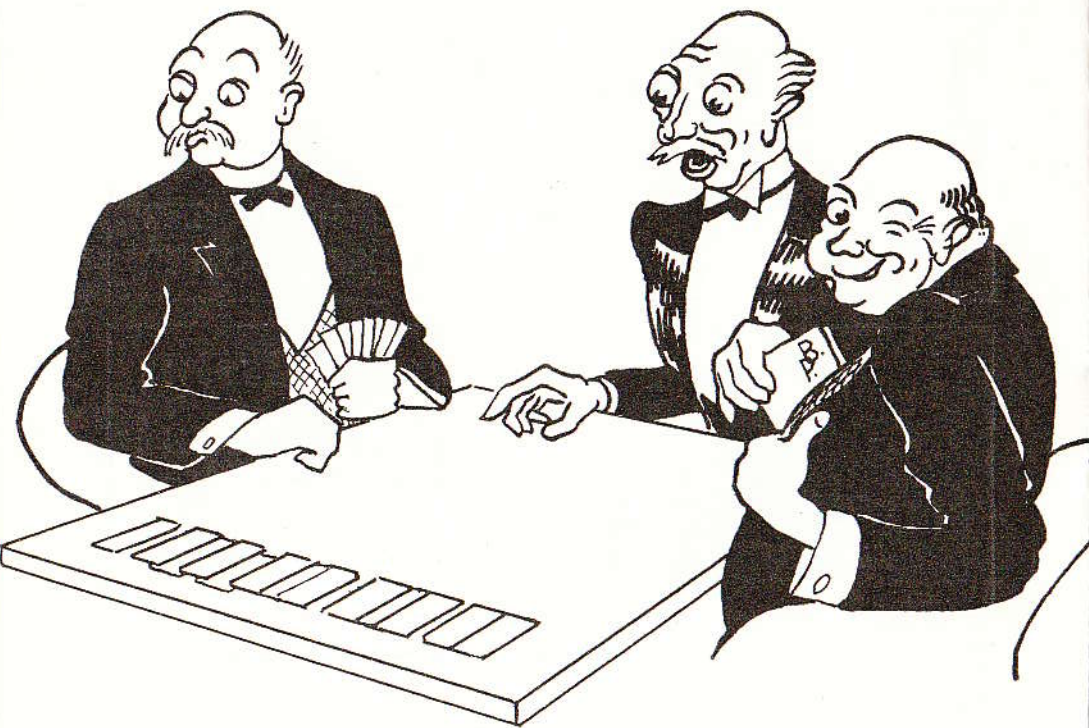


See Oslo and the Fjord
from the Heights!

*The
Holmenkollen Railway*

takes you there

*Trains leave the Underground
station Nationalteatret
for Frognersteteren, (terminus) } every quarter
- Holmenkollen } of an hour*



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Norway

as a Tourist attraction



Bird rock and Midnight Sun

Foto Wilse

Oslo and Environs

NORWAY AND ITS PEOPLE

History and Statistics.

HISTORY

Norway and the whole of Northern Europe was covered for thousands of years by enormous masses of snow and ice. This great glacial period ended from twelve to fourteen thousand years ago, and geologists are of opinion that the first human settlement was made in Norway about 6000 B. C.

From the days of the Roman Empire we have interesting finds which show that there was lively communication between Norway and the south of Europe even at that early period. From very remote times this country was divided into a number of small kingdoms, but in 872 A. D. Harald Haarfagre brought the whole of Norway under his sway. That event marked the inception of the Saga period. — the most glorious in the history of the country.

About the year 1000 Christianity was introduced, and under *Haakon Haakons-son* (1217—1263) Norway reached the zenith of her political and cultural power.

In 1319 the male line of the Harald Haarfagre dynasty became extinct. Then followed the union with Denmark from 1380 to 1814, i. e., rather more than 400 years.

After the treaty of Kiel in 1814 Norway entered into a personal union with Sweden, as a kingdom with a free constitution given by the National Assembly at Eidsvoll in the same year. This union was dissolved in 1905.

As a result of the so-called Karlstad negotiations, Norway was recognised by both Sweden and the Great Powers as a free and independent kingdom, and on November 18, 1905. Prince Carl of Denmark was elected King of Norway. He took the name of Haakon VII, and his son, the Crown Prince, was named Olav.

THE COUNTRY

Norway forms the north-western part of the Scandinavian peninsula. Its superficial area is 322 680 square kilometres. Since 1920 Svalbard (the Spitsbergen Islands and Bear Island [62 920 sq. km.]) has belonged to Norway, since 1929 the island of Jan Mayen, and since 1930/31 the islands of Bouvet and Peter I. in the Antarctic.

CLIMATE

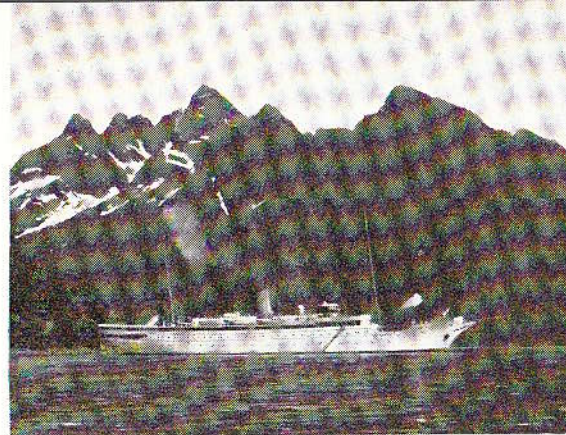
The climate of Norway is influenced by the Gulf Stream; it is mainly maritime, having cool summers and mild winters. In the inland districts of the eastern provinces and of Finmark the climate is however of a pronounced continental character with cold winters and hot summers.

PEOPLE

The inhabitants of Norway are Nordic, a branch of the North-European Germanic race. In the North, particularly in Finmark, there live a number of Lapps of Mongolian or Asiatic origin, also a number of Finns immigrated from Finland — the so-called *Kvæner*.

The population in 1930 was 2 814 194, of which 2 013 680 lived in rural districts and 800 514 in the towns. There were 1051 females to 1000 males.

(Continued on page 42.)



Trollfjord

Foto K. K. Bergen

Norway

Holiday-Land
of the North

From Lindesnes, its most southern point, to the North Cape, well within the Arctic Circle, Norway presents some of the most unusual and most romantic scenery in the world.

In the West its great fjords cut deep into the heart of the country, and mighty waterfalls hurl themselves down precipitous mountain walls.

The mainland is shielded from the ocean by a belt of thousands of islands, large and small, where tidy white cottages peep out of sheltered bays.



From Southern Norway

Foto A. s. Pressa

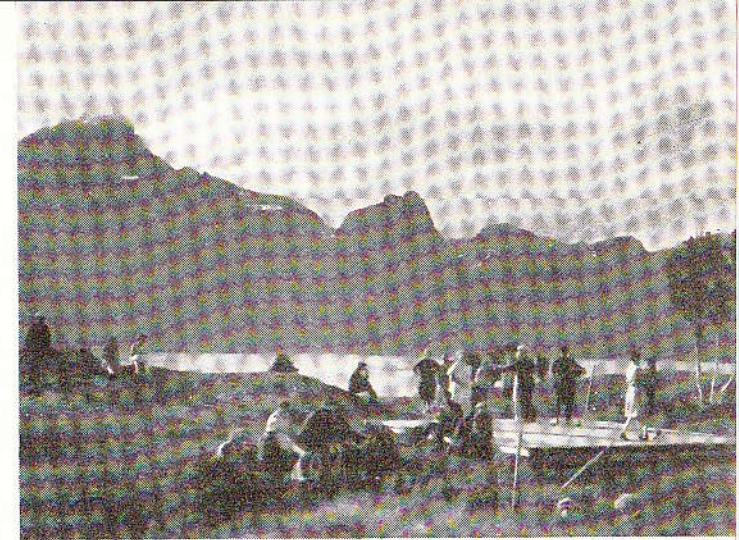


From
Telemark

Foto
Torgeir Tjønn

In the Eastern districts we find broad valleys with their well-cultivated acres, and further afield the dusky hues of the conifer forests are broken by the shimmer of lakes.

At higher levels vast mountain wilds afford an unbroken view of endless heather-clad plateaus and glittering tarns; in the distance there is on every hand an amazing panorama of snow-capped peaks and glistening glaciers.



Dancing in the
Midnight Sun

Foto A. s. Pressa

And in the North we have the Land of the Midnight Sun, with its long nightless summer. In the Lofoten Isles we find smiling fjords and an imposing array of pinnacled heights, picturesque ocean cliffs, and great glaciers.



Mountain
view

Foto
Rolv Ødegård



From
Lofoten

Foto Wilse



Yachting in the Oslofjord
Foto A.s Pressa

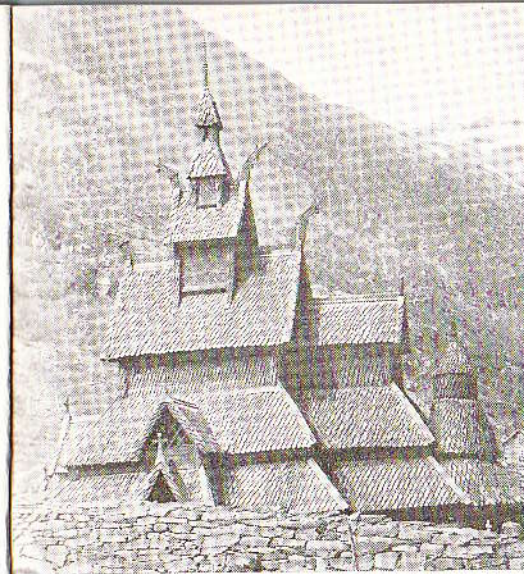
In summer this country gives ample opportunity for yachting and bathing, and for shooting and fishing in fjell, fjord, and valley. As the Homeland of Skiing, Norway offers the winter visitor every facility for the enjoyment of this exhilarating sport.



Reindeer
Foto A.s Pressa

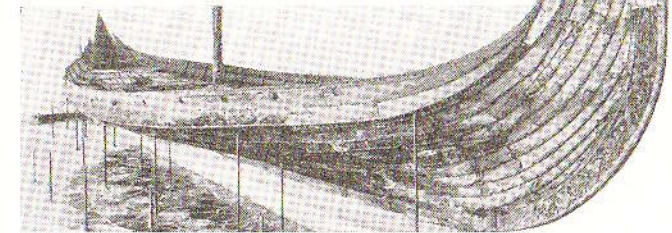


Wintersport
in Norway
Foto A.s Pressa

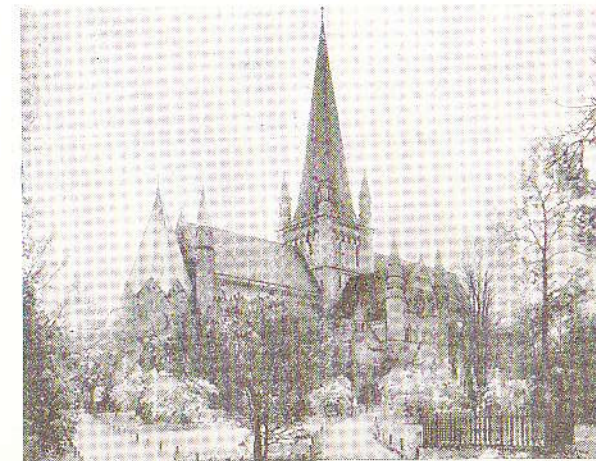


Norway has its attractions also on the cultural side. Its wooden „stave” churches, some of which are nine centuries old, and its timbered houses dating from the middle ages, may still be seen in various parts of the Country. There also still exist well-preserved Viking ships of the type used by the ancient Norsemen on their

raiding expeditions to foreign shores a thousand years ago. Deserving of mention is also Trondheim Cathedral, the foremost ecclesiastical edifice in Northern Europe, built in the thirteenth century.



Stave Church
The Oseberg Ship
Dated ca. A. D. 800
The Cathedral at Trondheim



ART AND LITERATURE.

Following the memorable year of 1814, Norway experienced a literary revival in which *Henrik Wergeland*, *Ibsen*, *Bjornson*, *Lie*, *Kielland*, and *Garborg* dominated. In the past generation Norway has been worthily represented by *Knut Hamsun*, *Johan Bojer*, *Sigrid Undset*, and *Olav Duun*.

Painting and sculpture are deeply rooted in ancient Norse folk-art, decorative art, pictorial weaving, and wood-carving. Of prominent names in painting from the middle of the nineteenth century and down to the present day we may mention: *Eilif Peterssen*, *Erik Werenskjold*, *Fritz Thaulow*, *Chr. Krogh*, *Edvard Munch*, and *Per Krogh*. And of sculptors, *Stephan Sinding* and *Gustav Vigeland*.

In the world of Music well-known names are *Ole Bull*, violin virtuoso, and *Johan Svendsen*, symphonist. *Edvard Grieg*, who knew so well how to manipulate the ingratiating old folk melodies and made them known in his compositions throughout the world. Along with *Christian Sinding*, Grieg is hailed as a master by all lovers of music.

Gustav Vigeland

In a few years' time Gustav Vigeland's gigantic fountain works in Frogner Park will be completed, and Oslo City will then possess the largest collected group of sculpture created by one artist that the world has ever seen. It will be a great attraction, a sanctuary of art to which people from all over the world will make pilgrimage. It is now more than thirty years since Gustav Vigeland created the genial work of art which brought his name into the foreground as one of the greatest — if not the very greatest — of living sculptors: The Fountain. The original intention was to erect it in the gardens opposite the University, but it was destined to be given far greater dimensions than such a site could accommodate.

The Fountain continued to grow in the sculptor's mind; his immense creative desire had to be given fresh outlets. He then added monumental

sculptures of bold design, and at that stage the Palace Park was considered a suitable place for the fountain. The next site to be contemplated was in front of the beautiful studio erected for Vigeland by Oslo City south of Frogner Park. And then finally the sculptor himself marked out a site in Frogner Park. The City Council complied with his wishes and passed a resolution to that effect in 1924. Gustav Vigeland thereupon continued his work on the great task.

His visionary power gradually conceived the plan which will transform Frogner Park into a garden of sculpture.

At the main entrance to Frogner Park a fantastically designed portal of the most beautiful wrought-iron work is to be erected. Due west of this between two lakes will run a broad granite bridge flanked on either side of the water by two fabulous beasts pinning down a human shape; and along the bridge on broad pedestals a series of beautiful bronze figures.

And then, beyond on the great level, the fountain will be raised, that most wonderful of sculptural poems of the life of human being from the cradle to the grave. From the huge bowl supported by five giants the water gushes out. Around stand wonderful arboreal groups with a maze of human forms in bronze; and encircling the whole there is the great frieze of reliefs which again depict the life of Man.

We proceed up the steps along the six bastions towards Gustav Vigeland's greatest and mightiest production: The Monolith. High and free it towers above the plateau encircled by the thirty-six granite sculptures. From this point we see the whole layout of this huge sculptural work. Towards the east the fountain, bridge, and the portal at the park entrance; towards the west, where the ground dips, another plateau where the solar wheel forms a beautiful close. Towards the north lies the whole of the beautiful park bounded by Vigeland's latest work, a great monumental group — another presentation of the life of Man: child, youth, adult, and finally grim old age. From our point of vantage at the foot of the Monolith we have to the south a view of the town and of the distant fjord.

In a few years' time this thronging life in granite and bronze will reach completion; a romance in art that will tell of the greatest sculptor of all time, and which will also reflect credit on the city that gave him working space and the opportunity to create the greatest collective sculptural production in history. To the honour of this city and this country, and an infinite wealth of delight to future generations.

Kr. Aamot.



Gustav Vigeland:
The Abel Monument

Copyright Abels Kunstforlag

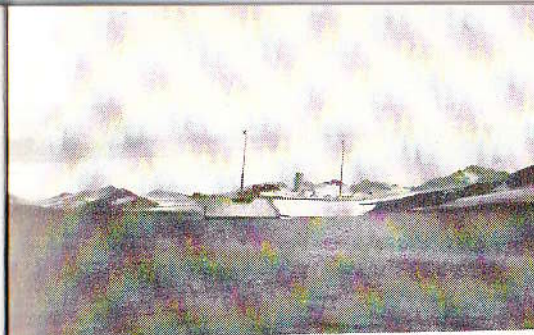


Edvard Munch: Selfportrait
Foto O. Vøring

Edvard Munch

was born in 1863. His early work in the 'eighties marked a strong departure from the naturalistic tendency of that period, as is apparent in his *Frieze of Life*. Until 1908 Munch lived mostly abroad, especially in Germany, where he gained admiration and fame. From 1909 he lived for several years at Kragerø, an idyllic little town in the south of Norway. During that time he painted an imposing gallery of life-size portraits and a number of landscapes. Famous among his productions are the great mural decorations in the Hall of Oslo University, which, despite the violent controversy they aroused, mark Munch's final official recognition in Norway — a recognition which has continued to grow, so that he is now given first place among Scandinavian painters, and is regarded as the founder of modern expressionistic art in the North as well as in Germany.

In the National Gallery in Oslo he has now his own room containing thirty paintings. The many engravings and drawings executed by Munch also place him in the front rank of the world's greatest exponents of the graphic arts.



From Svalbard

Foto K. K. Bergen

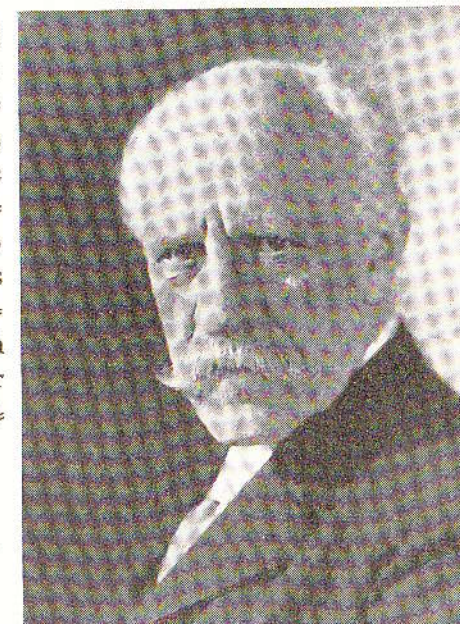
NORWAY'S SHARE IN POLAR EXPLORATION

The most notable Norwegian Arctic expeditions of exploration are: *Fridtjof Nansen's* ski journey across Greenland (1888), and his «Fram» expeditions of 1893—96, *Otto Sverdrup's* second «Fram» expedition of 1898—1902. *Roald Amundsen* traversed the North-West Passage in the «Gjøa» in 1903—1906, reached the South Pole in 1911, and sailed through the North-East Passage in the «Maud» in 1918—20. His last expedition was undertaken jointly with the Italians (Nobile) across the North Pole by the airship «Norge» in 1926.

Fridtjof Nansen

The secret of Fridtjof Nansen's life work does not primarily lie in the possession of exceptional ability, but above all in the fact that throughout his life he *served* his abilities and did not let them serve him. *That* is what made him the great hero character of his day.

In unbroken sequence he served science, the country, and humanity. Through abstract thought and concrete observation he drew conclusions relative to the laws governing Arctic conditions such as no one had perceived before him. During his «Fram» expedition and his wanderings across the drift ice towards the Pole, he proved that his conclusions tallied with realities. All later nautical polar expeditions, including the recent Rus-



Fridtjof Nansen
Foto O. Vøring

sian Papanin Expedition, have followed the path he marked out through the Polar Sea.

He devoted his youth and manhood to the struggle with Nature and to the fight for Norway's independence. And each new battle meant another victory. Nothing, however, is more expressive of the span of his genius than that power with which in the later years of his life he suddenly devoted his entire ability to the solution of the purely humane problems which the Great War has raised, and became the great organiser of the fight for the starving millions in Russia and the countless numbers of human beings whom the war and the peace treaties had deprived of home, fatherland, and work.

This struggle ended Fridtjof Nansen's life, but for what he did there his name is blessed to-day in every country in the world. He was one of the few who «for a brief space crosses the history of mankind and leaves a shining track that never disappears». After his death the work for refugees and those deprived of national status, which he had conducted alone, was taken charge of by an international organisation under the League of Nations: *The Nansen Office* in Geneva, now under the management of Mr. Michael Hansson, a Norwegian. Extensive and exceptionally valuable work has been and is still being done for the majority and the largest of the groups of refugees.

But there are certain groups, including those deprived of national status in Danubian countries, which the mandate held by the Nansen Office does not embrace; and in order to extend aid to those quarters where the Nansen Office has no power to act, a number of Norwegians under the leadership of Fridtjof Nansen's son, Mr. Odd Nansen, have formed a new organisation under the name of *Nansen Aid*. So far it has mainly concentrated on helping those who have lost national status in Austria, and in order to procure the necessary means the organisation instituted last autumn a Nansen Aid Day on October 10th, Fridtjof Nansen's birthday. It is to be held each year on the same day in Oslo and other towns in Norway.

Oslo March 1st 1938.

Herman Reimers.

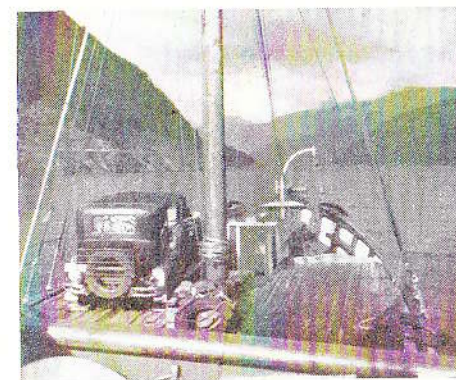


Waterfall

Foto A.s Pressa

„Bridging» the Fjord

Foto A.s Pressa



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Schøyens Bilcentraler A.s

A.s Rutebileiernes Turbiler

NORWAY AND ITS PEOPLE

History and Statistics.

(Continued from page 30.)

CONSTITUTION

The Constitution of the Kingdom of Norway was promulgated on May 17, 1814 by the National Assembly at Eidsvoll. According to this constitution Norway is a «Free, independent, indivisible and inalienable kingdom. Its form of government is a limited and hereditary monarchy». The Evangelical-Lutheran faith is the public religion of the State.

The Executive Power is vested in the King, the people exercise their legislative power through the *Storting* (Parliament); the judicial power is vested in the Judicature.

EDUCATION

Education is compulsory for all children. The normal period of attendance in the elementary school is seven years, from seven to fourteen years of age.

A FEW STATISTICS

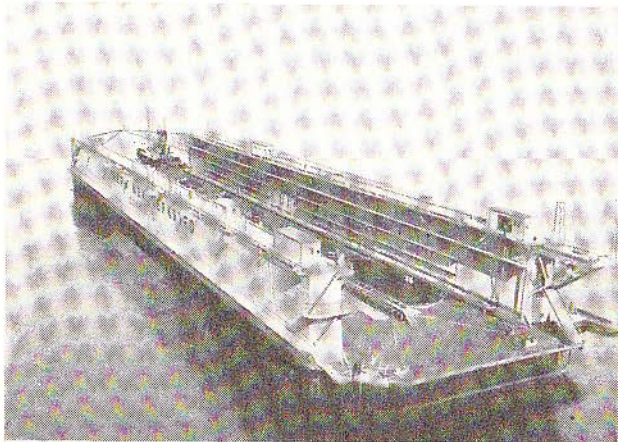
Norway's leading pursuit is Agriculture, followed by Forestry, Shipping, the Fisheries, Manufactures, Trade, and Mining.

Shipping. The Norwegian merchant marine is the fourth largest in the world. According to the Norwegian Register of Shipping, the mercantile fleet at January 1, 1938 totalled 1931 vessels representing a tonnage of 4 438 000 tons gross, this being 1480 tons per 1000 inhabitants.

Manufactures. Particularly in the past 30 years the *electrochemical* and *electro-metallurgical* industry has undergone rapid development, and is now of our leading export industries. The largest output under this head stands to the account of the *Norsk Hydro* company, who turned out in 1932 about 300 000 tons of nitrate of lime alone.

Other important exporting industries include: *Canning, mining, paper* and *pulp*.

Norwegian companies carry on *whaling* on a large scale in the Antarctic, and *coal-mining* in Svalbard (Spitsbergen).



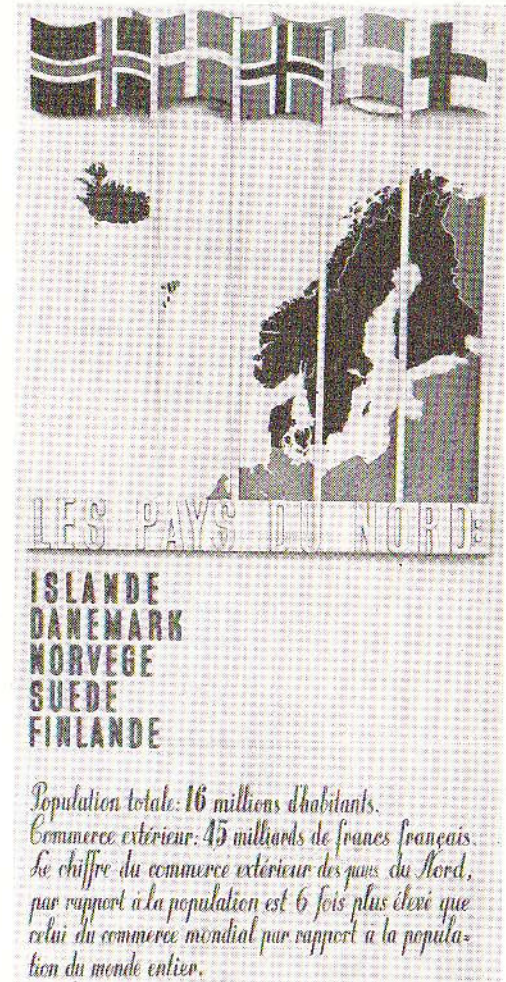
Floating-dock
Akers mek. Verksted

Foto A.s Pressa

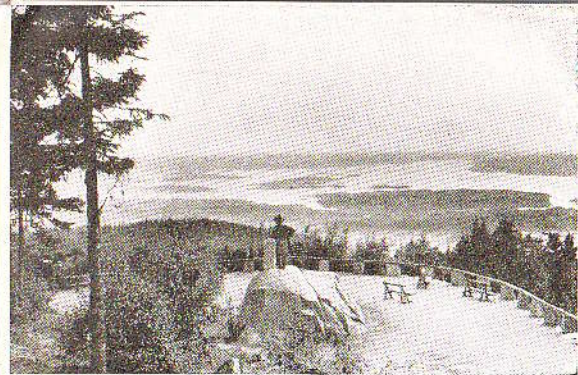
The Northern Countries

In language and culture the Northern Countries have been closely associated with one another from an early period, and at the present day they co-operate in social and other fields on a most friendly footing.

In each of the pavilions of these countries at the World Exhibition held in Paris in 1937, there was displayed a decorative sketch of the North. It was identical in all pavilions, and underneath it was stated that the five Northern Countries: Finland, Iceland, Norway, Denmark, and Sweden together have a population of 16 millions, and a foreign trade totalling 45 milliard Francs, that is to say, their share in world trade is six times as large as share of the population of the earth.



Decoration from the pavilions of the Scandinavian Countries at the International Exhibition in Paris 1937



View of the Oslofjord

Few capitals in Europe have so delightful a situation as Oslo, at the head of the beautiful Oslofjord with its many islands, and its wooded hills in the background. In summer it offers all the delights of yachting and bathing; and in winter the hills and valley districts just beyond its boundaries provide a wide choice of winter sport. Great international ski-ing contests and skating matches are also held here.



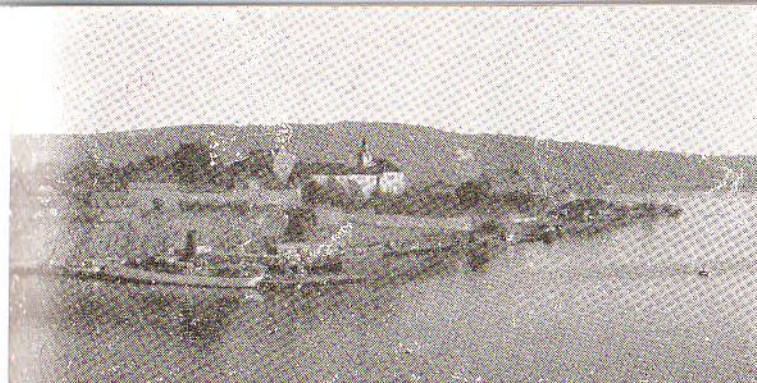
Bathing at the Oslofjord



From the Holmenkollrenn

Oslo

the Meeting
Place 1938



Akershus

Oslo is the oldest town in Norway, having been founded in 1045 by King Harald Haardraade. The interesting ruins of St. Halvard Church in the east part of the city are closely associated with the early history of Norway. Three hundred years after the town was founded the fortress of Akershus was built by Haakon V. The old town was destroyed by fire in 1624, whereupon Christian IV built the new one under the walls of Akershus and gave it the name of *Christiania*. This name was retained until 1925, when it was changed back to *Oslo*.

Oslo is a typical seaport town. From a very remote period it has had seaward communication with the other Scandinavian countries, Western Europe, and the Mediterranean, and at the present day Oslo has important steamship lines running to the principal ports in Europe and over-seas.

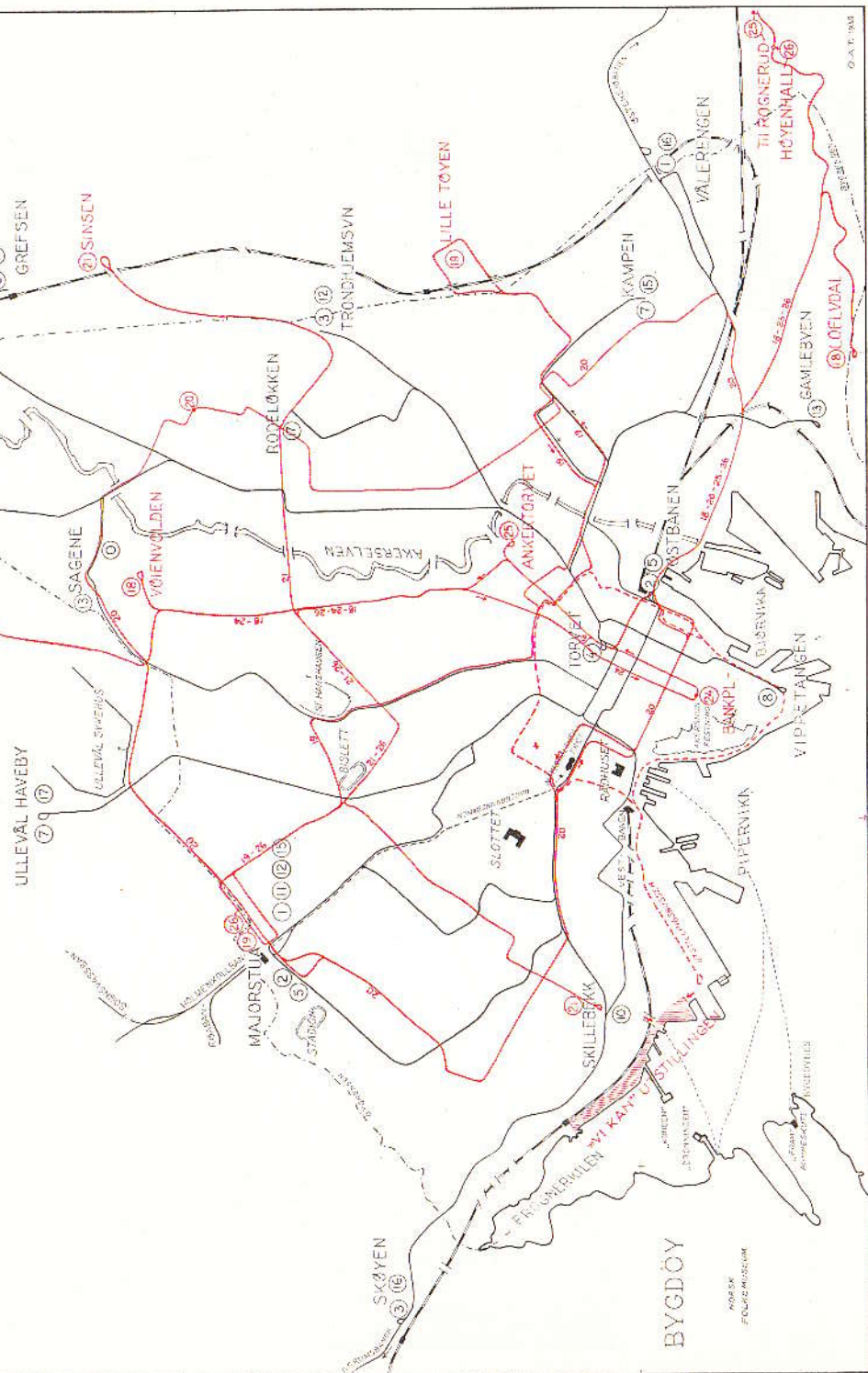
During the past fifty years this city has undergone rapid development, now presenting itself as a modern metropolis with a population of close upon three hundred thousand.



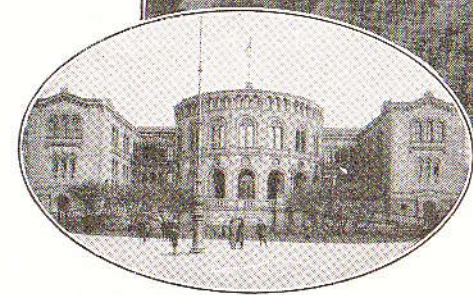
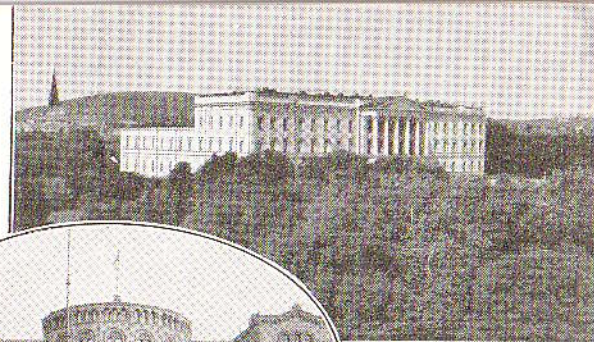
View from
Abelhaugen

Foto A.S. Prossa

SPORVEI OG BUSSLINJER I OSLO



The Royal Castle



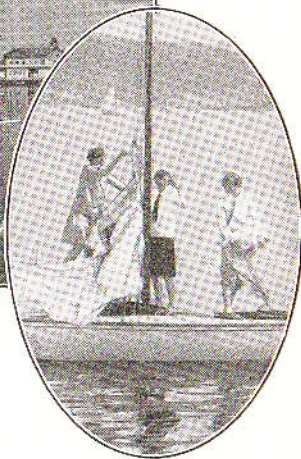
The Parliament

Besides being the largest seaport in Norway, Oslo is an important industrial and commercial centre. It is the seat of government, the centre of education, and possesses important collections of national art.

The main street, *Karl Johan*, is one of the principal thoroughfares of the city, running from the Central Railway Station past the Storting (Parliament), the Grand Hotel, National Theatre, the University, and up to the Royal Palace. This is the rendezvous of the whole town, particularly in the promenade hour when the military band is playing.

Karl Johan – the main street with the Royal Castle





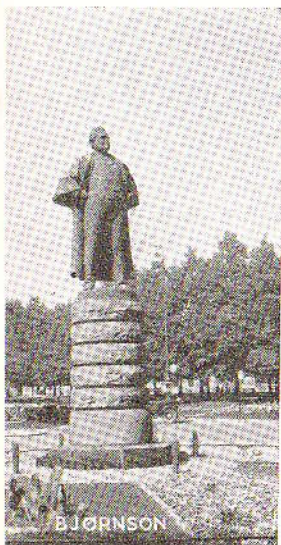
The Yacht-harbour with the restaurants „Kongen“ and „Dronningen“

Of special features of interest we may mention: Akershus Fortress, the National Gallery, the Oseberg Collection, and the Museum of Applied Art in the town itself, and the famous Viking Ships dating from the 8th century, the Norwegian Folk Museum, and Nansen's old ship — the «Fram» — at Bygdøy, just outside the town.

In addition to the Palace Park, the town has several beautiful parks including Frogner Park, from which a walk of a few minutes takes us to the high stretch of ground where Vigeland's Fountain — the monumental work executed by the

great sculptor, Gustav Vigeland, is in course of erection.

Of monuments we may mention: Ibsen and Bjørnson in front of the National Theatre, the equestrian statue of Carl Johan in front of the Palace, and the Abel Monument in Palace Park.



Oslo has several art exhibitions: *Kunstnerforeningen*, *Kunstnerforbundet*, Blomquist's and *Kunsternes Hus*. And of *decorative art* we may mention Edvard Munch's mural paintings in University Hall.

With regard to *hotels*, *restaurants*, and *entertainments*, Oslo compares favourably with any other city of its size. Further information on this point will be found in the advertisement pages of this publication.

Oslo has a short but intense summer (June, July, and August). There are many first-class bathing establishments along the shores of Oslofjord, which may be reached in from ten to twenty minutes from the centre of the town. A trip by the fjord ferries to any of these bathing resorts will give the visitor some idea of the beauty and attractions of a summer in the North. Further information will be found in the advertisements under this head.

An additional attraction in Oslo this summer will be the *Vi Kan (We can)* Exhibition of local handicrafts and industry. With its restaurants and amusement park it will be the rendezvous of the town throughout the summer.

Notice!

We would remind intending visitors that application for hotel accommodation must be made to:

*Winge & Co.'s Travel Agency
Karl Johansgate 33, Oslo.*

Telephone 15 551

Who will also furnish particulars respecting routes, tours in Norway, restaurant charges, etc.



Bogstadvannet

Local Excursions

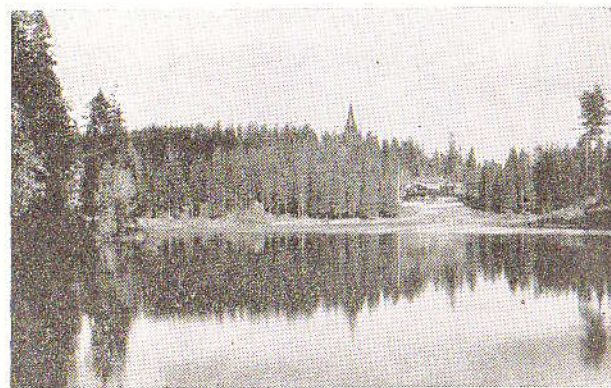
In addition to sight-seeing tours round Oslo, the following tours to points in the vicinity may be recommended:

By the Holmenkoll electric car (half-an-hour's run) to Frognerstøtten, 1500 feet above sea-level; this is the gateway to Nordmarka, the finest and most extensive natural park in Norway. A twenty-minutes' walk from the Frognerstøtten restaurant brings us to Tryvann, where a high tower affords a magnificent view of the fjord, the city in the valley bottom, and distant mountain country.

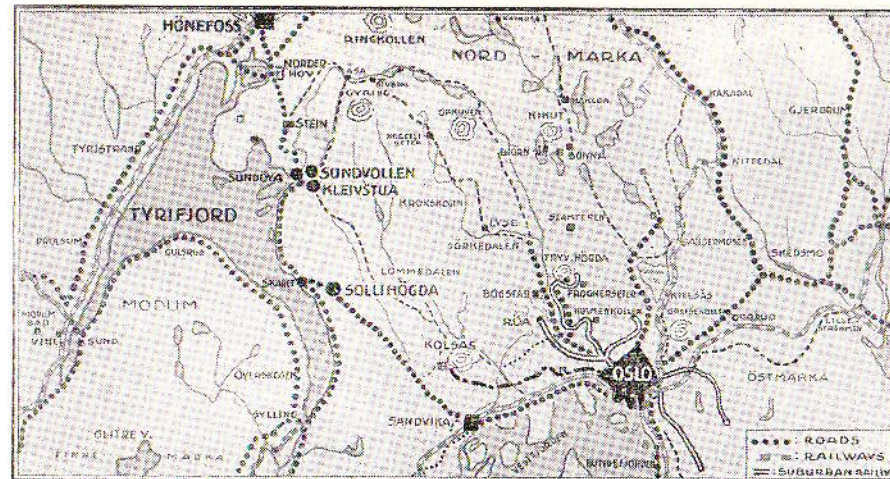
Excursion by motor-car to Solihøgda, Skaret, and Sundvollen. All the way from the highest point at Solihøgda, and down to Sundvollen there is an ever-changing succession of wonderful views of the Tyrifjord, with an imposing background of hill and mountain. Refreshments may be had at Sundvollen. This trip takes from three to four hours.

Another delightful experience is a round tour occupying two or three hours by one of the small fjord steamers, in and out through narrow channels with charming island scenery on every hand.

These and other tours are arranged by Wings Travel Agency (opposite the Grand Hotel), where full particulars may be obtained.



Besserudtjernet



OSLO AND ENVIRONS

THAU

Lindring

GLOBOID
MOT HODEPINE OG SMERTER

Hold fordøielseren
i orden med:

NYCO
FRUKTSALT

THAU

FOREIGN LEGATIONS.

Belgium:	Stortingsgt. 18.	phone 21487
Denmark:	Olav Kyrres gt. 7.	» 43498
Finland:	Ths. Heftyes gt. 1.	» 45281
France:	Drammensveien 80.	» 42505
Italy:	Incognitogt. 5.	» 42038
Netherlands:	Tollbodgt. 24.	» 15105
Roumania:	Incognitogt. 2.	» 45933
Germany:	Drammensveien 74.	» 43805
Greath Britain:	Drammensveien 79.	» 40185
Sweden:	Incognitogt. 27.	» 43290
U. S. A.:	Nobelsgt. 28.	» 40220

FOREIGN CONSULATES.

Belgium:	Fred Olsens gt. 2.	phone 17270
Czechoslovakia:	Torvgt. 4.	» 26900
Denmark:	Olav Kyrres gt. 7.	» 44930
Estonia:	Skippergt. 29.	» 25860
Finland:	Tollbodgt. 17.	» 25741
France:	Drammensveien 80.	» 45664
Germany:	Drammensveien 74.	» 43805
Greath Britain:	Kirkegt. 7.	» 25561
Hungary:	Gunnerusgt. 2.	» 29960
Italy:	Fred Olsens gt. 2.	» 17270
Sweden:	Stenersgt. 7.	» 12852
Switzerland:	Tollbodgt. 40.	» 10417
Roumania:	Fred Olsens gt. 5.	» 24480
U. S. A.:	Lille Strandgt. 1.	» 15736
Yougoslavia:	Tollbodgt. 11.	» 23700

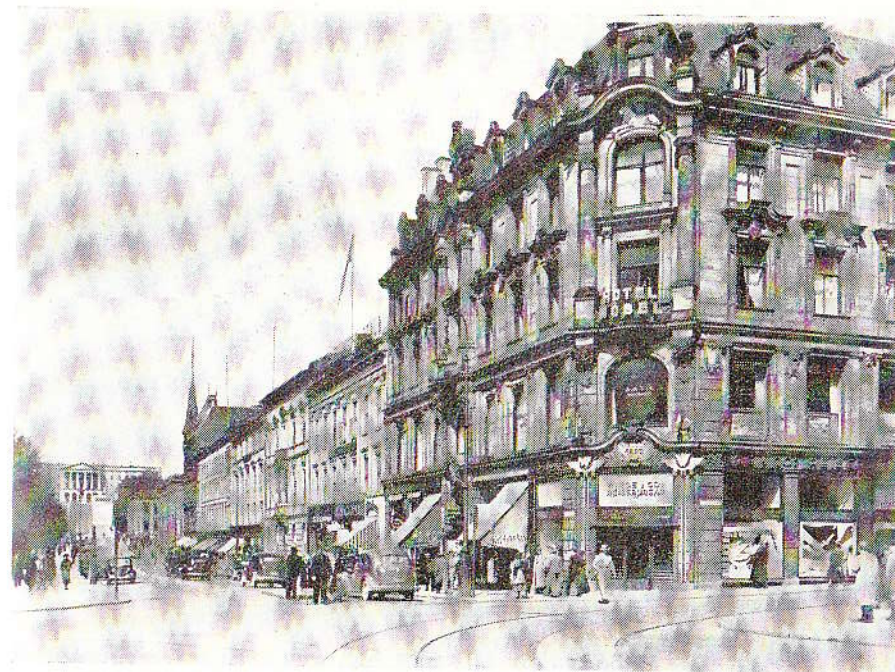
FOREIGN EXCHANGE QUOTATIONS

par 5th April 1938

NORWEGIAN CURRENCY.

The coins are:	Notes:		avista	19.90*)
1 ore (copper)	5 kroner.	London	»	162.—
2 » »	10 »	Berlin	»	160.90
5 » »	50 »	Clearingmark	»	100.—
10 » (silver)	100 »	Reisemark	»	12.65
25 » »	500 »	Paris	»	68.25
50 » »	1000 »	Antwerpen	»	223.25
1 krone.		Amsterdam	»	92.75
		Zürich	»	21.50
		Rom	»	20.84
		Clearinglire	»	14.25
		Praha	»	

*) + 1‰ kurstilllegg.



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The official Agents of the International Bridge League's Congress in Oslo 1938.

Excursions arranged. Norway Tours planned. Estimate of Expenses furnished. All tickets issued at tariff rates. Money exchanged.

Convenient Meeting Place for Members.

The Oslo - Bergen Railway

The line between Oslo and Bergen, commonly known as the Bergen Railway, has a total length of 492 kilometers. It was by its passage across the mountains that the Bergen Railway acquired a special position amongst Norwegian means of communication.

The highland section of the line is one of the most unique structures of its kind in Europe. Several main lines across the Alps e. g. the Gottard Railway and the Brenner Railway, ascend it is true to approximately the same height as the Bergen Railway, or even somewhat higher, but on account of their more southerly latitude the highest points of the great Alpine railways lie considerably below the limits of coniferous forests. The Bergen Railway, on the contrary, ascends as high as 600 meters above the limits of pines. For a distance of about 100 kilometers the surroundings of the Bergen Railway are entirely devoid of conifers, and for one half of that distance also of deciduous trees.

Also apart from the Highlands, costly works were required, especially tunnels and bridges.

Thus the section Voss—Bergen has 71 tunnels out of a total of 199 tunnels, on the entire distance Oslo—Bergen. The longest tunnel, between Myrdal and Hallingskeid, is Gravahals Tunnel, which is 5311 meters long.

The Bergen Railway rapidly achieved fame as a tourist route. This was due to its many excellent arrangements and to its unique surroundings. In the constantly changing panorama viewed from the train during the journey, we have presented before us the main features of Norwegian scenery. From the smiling rural districts of the east, the train speeds through forest-clad valleys upwards to a region of seters, then across the open Highlands to a desert of eternal ice and snow. We then proceed downwards through the narrow west country valleys to a picturesque fjord, until at last we reach the coast and the open sea. The impressions of the main features of this line received by the traveller during a journey by express train may not altogether correspond to the enormous difficult and arduous labour required for its construction, and for its daily operation.

From the Oslo-Bergen railway



Bergen

Nevertheless these impressions are so strong as to be awe-inspiring, and particularly in the wildest parts of the passage across the mountains, we are greatly struck by the vivid contrast between the wild, natural scenery and the comfort afforded by the Bergen Railway.

Railway Oslo - Dombås (Åndalsnes) - Trondheim



From the Rauma railway

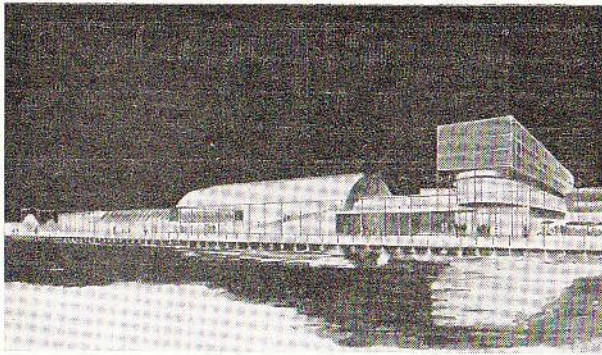
through Romsdalen include some of the best known mountain peaks in the country, e. g. Trolltindene and Romsdalshorn, and a fertile fjord district. The landscapes in Romsdalen as viewed from the train are amongst the most uniquely magnificent, wild and beautiful of any railway. The Rauma Railway also gives easy access to grand mountain regions and lovely fjords.

The railway Dombås—Trondheim (210 kilometers) was given the name Dovrebanelen from the mountain district through which it passes. The Dovre mountains are known to literature mainly on account of Henrik Ibsen's famous scene «The Hall of the Dovre Giants» in Peer Gynt. Almost all the characteristic features of the Norwegian mountains are revealed along the Dovre Railway. There are open wilds and narrow valleys. We see gigantic rocks and lofty peaks. The scene changes from mountain slopes with richly coloured vegetation to lofty tops clad with eternal snows. There are tarns, seters (mountain farms) hotels and cabins to enliven the highland landscape.

Just as Dovrefjell is one of the most attractive mountain districts of Norway, so a journey by the Dovre Railway affords varied and vivid impressions of scenery. In addition, the railway itself is a structure well worth seeing in many respects.

Trondheim

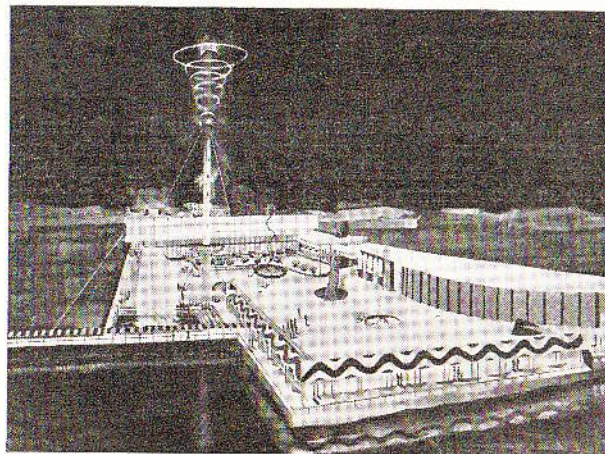




Congress and Banqueting Hall with accommodation for 1500, and the Main Restaurant with accommodation for 1700 visitors.

the Temporary Hall. This will house the world's first whaling exhibition, giving a comprehensive survey of all the forces and interests operating in this fascinating field of industry. During the course of the summer also a number of congresses of Scandinavian or International character will be held.

But the Exhibition aims not only at giving interesting information and useful knowledge, but also at providing relaxation for tired nerves. It will have a number of inviting restaurants capable of serving many thousand visitors at one and the same time. There will be a continental amusement's section occupying 10,000 square meters, there will be a display of colour, illuminations and sparkling fountains such as has never been seen before in these latitudes. The Exhibition will be a natural centre of Norway's tourist life in the summer of 1938, and no efforts will be spared to ensure that visitors thoroughly enjoy themselves from the moment of their arrival.



Festival Place with View-Tower 75 meters high.

kilen, a bay of the Oslofjord. It comprises all branches of Norwegian handicrafts and industry, shipping, travel, art, technical training etc. Every endeavour will be made to render the various sections as live as possible, and there will be on view working machines, model industries in full activity. Photographs and models will also serve to convey a clear impression of pulsating labour. A number of branches of industry will be represented in



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(From the date „VEGA“ enters service in June 1938.)

MOTORVESSELS „VEGA“ 8000 t.		„VENUS“ 7000 t.		„VEGA“		„VENUS“	
Dep. Bergen . . .	Mon. 11.00 a. m.	Wed. 11.00 a. m.	Thurs. 11.00 a. m.	Sat. 11.00 a. m.	Mon. 11.00 a. m.	Wed. 11.00 a. m.	Thurs. 11.00 a. m.
dep. Haugesund . . .	„ 3.00 p. m.	„ 3.00 p. m.	„ 3.00 p. m.	„ 3.00 p. m.	„ 3.00 p. m.	„ 3.00 p. m.	„ 3.00 p. m.
arr. Stavanger . . .	„ 4.45 p. m.	„ 4.45 p. m.	„ 4.45 p. m.	„ 4.45 p. m.	„ 4.45 p. m.	„ 4.45 p. m.	„ 4.45 p. m.
dep. Stavanger . . .	„ 6.00 p. m.	„ 6.00 p. m.	„ 6.00 p. m.	„ 6.00 p. m.	„ 6.00 p. m.	„ 6.00 p. m.	„ 6.00 p. m.
arr. Newcastle* . . .	Tues. 8.00 a. m.	Thurs. 12.30 p. m.	Fri. 8.00 a. m.	Sun. 12.30 p. m.	Sun. 12.30 p. m.	Mon. 7.30 p. m.	Tues. 4.30 p. m.
Dep. Newcastle* . . .	Tues. 7.30 p. m.	Thurs 7.30 p. m.	Sat. 7.30 p. m.	Mon. 7.30 p. m.	Wed. 1.00 p. m.	Fri. 4.30 p. m.	Sun. 1.00 p. m.
arr. Stavanger . . .	Wed. 1.00 p. m.	„ 2.00 p. m.	„ 2.00 p. m.	„ 2.00 p. m.	„ 2.00 p. m.	„ 4.00 p. m.	„ 4.00 p. m.
dep. Stavanger . . .	„ 2.00 p. m.	„ 4.00 p. m.	„ 4.00 p. m.	„ 4.00 p. m.	„ 8.30 p. m.	„ 8.30 p. m.	„ 8.30 p. m.
dep. Haugesund . . .	„ 4.00 p. m.	„ 8.30 p. m.	„ 8.30 p. m.	„ 8.30 p. m.	„ 8.30 p. m.	„ 8.30 p. m.	„ 8.30 p. m.
arr. Bergen . . .	„ 8.30 p. m.	Fri. 4.30 p. m.	„ 8.30 p. m.	„ 8.30 p. m.	„ 8.30 p. m.	„ 8.30 p. m.	„ 8.30 p. m.

(Tyne Commission Quay.)

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Newcastle „ : B. & N. Line Royal Mail Ltd. Main Square, Central St.

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S/S „JUPITER“ and „ARIADNE“.

Dep. Rotterdam.	Wednesday.	7.00 p. m.	Rotterdam Agents:
arr. Bergen.	Friday.	afternoon	D. Burger & Zoon,
Dep. Bergen	Friday.	10.00 p. m.	Westerstraat 7.
arr. Rotterdam.	Sunday.	afternoon	

HAMBURG-BERGEN (via Stavanger.)

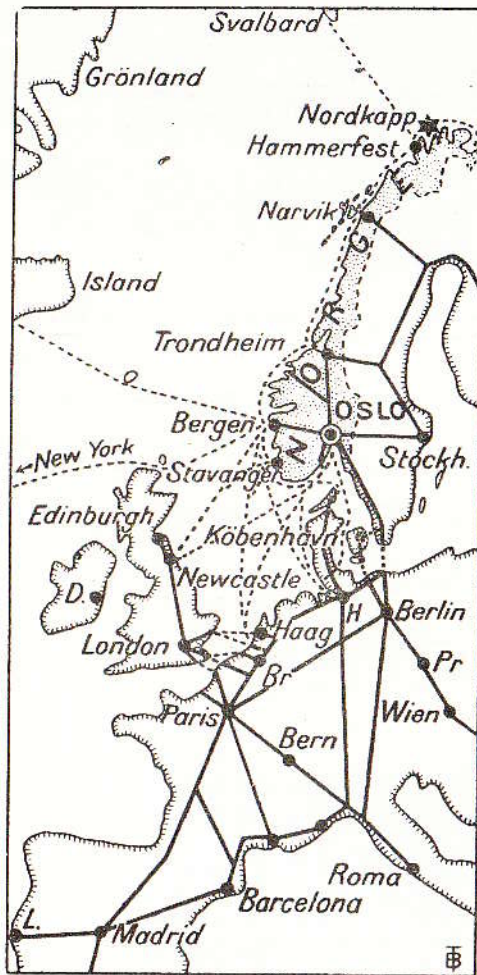
S/S „LEDA“.

Dep. Hamburg.	Saturday.	6.00 p. m.	Hamburg Agents:
arr. Bergen.	Monday.	7.00 a. m.	Robert M. Sloman jr
Dep. Bergen	Tuesday.	10.00 p. m.	Steinhöft 11.
arr. Hamburg.	Thursday.	3.00 p. m.	

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Further information and tickets obtainable from any of the principal travel bureaux or from

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BERGEN, NORWAY
Telegr. „PASSAGE“



ROUTES AND FARES

The Bridge Congress 1938

London—Oslo, via Tilbury Gothenburg, 2nd. cl. railw. 1st. cl. steamer kr. 130.00
 dep. London Wedn. afternoon
 arr. Gothenburg Fri. morn.
 arr. Oslo Fri. evening

London—Oslo, via Harwich—Esbjerg—Copenhagen, 2nd. cl. train, 1st. cl. steamer, ca. » 160.00

dep. London Thursd. noon
 arr. Esbjerg Fri. afternoon
 arr. Copenhagen Fri. evening
 dep. Copenhagen Satur. morn.
 arr. Oslo Satur. evening

London—Oslo, via Newcastle, 3rd. cl. train, 1st. cl. steamer » 145.00

dep. London Tues. or Satur. noon
 arr. Newcastle Tues. or Satur. eve.
 arr. Oslo Thurs. noon or Mon. morn.

London—Oslo, via Flushing—Hamburg, 2nd. cl. sleeper ca. » 200.00
 3rd. cl. Hamburg—Oslo ca. » 165.00

dep. London Fri. morn.
 arr. Hamburg Satur. morn.
 arr. Oslo Sun. morn.

Hamburg—Oslo, 2nd. cl. train/sleeper ca. » 100.00
 3rd. ca. » 65.00

dep. Hamburg morning
 arr. Oslo next morning

Hamburg—Oslo, by the «Søndenfjeldske Line» 1st. cl. incl. victualing » 100.00

dep. Hamburg Satur. afternoon
 arr. Oslo Mon. morn.

Hamburg—Oslo, by the «Jelø Line» 1st. cl. incl. victualing » 70.00

dep. Hamburg Satur. afternoon
 arr. Oslo Mon. morn.

Amsterdam—Oslo, via Hamburg, 2nd. cl./sleeper ca. » 150.00
 3rd. cl. Hamburg—Oslo » 115.00

dep. Amsterdam Fri. evening
 arr. Oslo Sun. morn.

Rotterdam—Oslo, via Bergen, 1st. cl. steamer, 2nd. cl. rail. » 175.00

dep. Rotterdam Wedn. 19.00 by steamer
 arr. Bergen Fri. afternoon
 dep. Bergen 20.05 by train/sleeper
 arr. Oslo 7.05 Satur.

Brussels—Oslo, via Cologne—Hamburg, 2nd. cl./sleeper ca. » 155.00
 3rd. cl. Hamburg—Oslo » 120.00

dep. Brussels Fri. afternoon
 arr. Oslo Sun. morning

Paris—Oslo, via Cologne—Hamburg, 2nd. cl./sleeper ca. » 165.00
 3rd. cl. Hamburg—Oslo ca. » 130.00

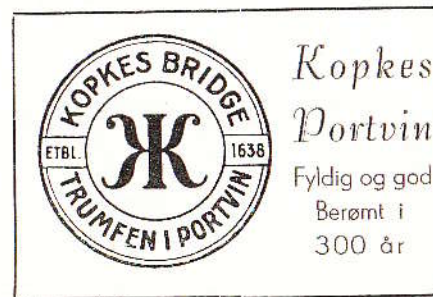
dep. Paris Fri. noon
 arr. Oslo Sun. morn.

<i>Basel—Oslo</i> , via Berlin, 2nd. cl./sleeper, ca.	kr. 160.00	
3rd. cl. Berlin—Oslo	» 125.00	
dep. Basel	Fri. afternoon	
arr. Oslo	Sun. morning	
<i>Prague—Oslo</i> , via Berlin, 2nd. cl./sleeper	» 120.00	
3rd. cl./sleeper	» 80.00	
dep. Prague	Fri. evening	
arr. Berlin	Satur. morn.	
arr. Oslo	Sun. morn.	
<i>Budapest—Oslo</i> , via Prague—Berlin, 2nd. cl./sleeper ca.	» 150.00	
3rd. cl./sleeper ca.	» 105.00	
dep. Budapest	Fri. morn.	
arr. Berlin	Fri. afternoon.	
dep. Berlin	Satur. morn.	
arr. Oslo	Sun. morn.	
<i>For Italian Members.</i>		
<i>Chiasso—Basel—Berlin—Oslo</i> , 2nd. cl./sleeper ca.	» 195.00	
3rd. cl./sleeper Berlin—Oslo, ca.	» 160.00	
dep. Chiasso	Fri. morn.	
arr. Oslo	Sun. morn.	
dep. Brennero	Fri. noon 2nd. cl./sleeper	» 180.00
arr. Oslo	Sun. morn. 3rd. cl./sleeper	» 120.00
<i>Stockholm—Oslo</i> , 2nd. cl. + sleeper	kr. 40.25 + »	10.30
3rd. cl. + sleeper	» 26.80 + »	5.15
dep. Stockholm	8.45 or 22.05	
arr. Oslo	18.25 or 8.05	
<i>Malmö—Oslo</i> , 2nd. cl. + sleeper	» 56.00 + »	10.30
3rd. cl. + sleeper	» 37.35 + »	5.15
<i>København—Oslo</i> , 1st. cl. steamer	» 45.00	
dep. København Satur.	16.00	
arr. Oslo	Sun. 8.00	
<i>Larvik—Fr.ehavn</i> , ferry	» 14.00	
berth	» 5.00	
both ways	» 21.00	
lux cabin	» 10.00	
dep. Fr.havn	21.40	
arr. Larvik	4.45	
dep. Larvik	11.40	
arr. Fr.havn	18.40	
Freight of cars: more than 1.200 Kgs.:	» 30.00	
both ways	» 45.00	
<i>Hirtshals—Kristiansand</i> , 1st. cl. steamer	» 18.00	
2nd. cl.	» 12.00	
dep. Hirtshals every day at 10.00		
arr. Kristiansand at about 16.00 or 17.00		
No freight of motor car when at least three 1st. cl. or four 2nd. cl. passengers.		

<i>By Air.</i>	
<i>London—Oslo</i>	kr. 295.00
Return	» 531.00
dep. London	8.45
arr. Oslo	17.20
<i>Paris—Oslo</i>	» 295.00
Return	» 531.00
dep. Paris	9.10
arr. Oslo	17.20
<i>Amsterdam—Oslo</i>	» 225.00
Return	» 459.00
dep. Amsterdam	12.00
arr. Oslo	17.20
<i>Hamburg—Oslo</i>	» 170.00
Return	» 306.00
dep. Hamburg	12.25
arr. Oslo	17.20
<i>Berlin—Oslo</i>	» 172.00
Return	» 309.60
dep. Berlin	7.30 or 9.15
arr. Oslo	12.50 or 17.20
<i>Newcastle—Stavanger—Oslo</i>	» 260.00
Return	» 468.00
dep. Newcastle	8.35
arr. Stavanger	11.45
dep. Stavanger	15.10
arr. Oslo	19.10

PRICES OF THE OSLO RESTAURANTS

In most of the restaurants of Oslo, meals are served as follows:
 Quick-Lunches, from 12—2, in some cases until 3 o'clock. Prices from kr. 0.60 — kr. 1.50.
 Dinner: from 1 — 6. Prices: 2 courses kr. 2.25—2.50, and 3 courses kr. 3.—
 To the above prices add 10 % tax, and 10 % service.



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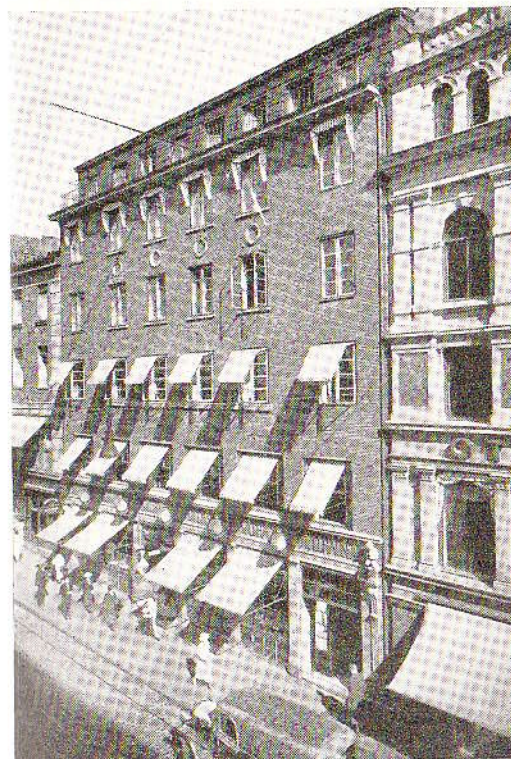
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Published by Norsk Bridgeforbund under Contribution of mr. Erling Wagle and mr. Hans Jacob Aall, Oslo.

Arranged by Thorodd Messel, editor, Oslo.

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 må De tenke klart —
 Når De skal tenke klart,
 tender De en Blue Master.



— den vinner på sin naturlige friskhet

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