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shown the exact part of the Vatican where each prelate and dignitary has his apartment. They are also learning the nature and the competency of every office in the Vatican City, for a Swiss Guard is supposed to be as well informed as to the Vatican as the best trained policeman on his beat in any of the big cities of the world.

However, not until May, 1930, will the new recruits be sworn in. This ceremony is made a solemn affair on one of the squares inside the walls, and invitations are eagerly sought for by distinguished visitors.

With great care recruits for the Swiss Guards are picked periodically from among the most earnest Catholic families in Switzerland. This is but natural in light of the fact that all approaches to the Vatican are under the sole charge of this military corps. And not only the recruits' families, but the Swiss Government, feel honoured by the trust and confidence placed in their young men by the Pope. During the Great War a Protestant Deputy opposed a motion to recall Swiss Guards from the Vatican, saying the nation should feel the high honour the Pope shows by selecting them.

### Modern Travel Criticised.

Mr. R. H. Bruce Lockhart has recently written some trenchant critical remarks in the "Evening Standard" on the unprofitable restlessness of modern travel and pleasure seeking, extracts of which we reproduce below.

"To conclude that travelling is useless because we travel badly is bad logic." These words were written by Jean Jacques Rousseau a hundred and seventy years ago, and in his day there was ample excuse for travelling badly.

Both before and during the French Revolution a thousand dangers confronted the traveller. It was a natural precaution for a merchant setting out from Paris to Rouen to make his will before his departure, and the guide-books of the period advised their readers to "arm themselves with a pair of double-barrelled pistols, to look under the bed before going to sleep, and to barricade the door with the chest of drawers."

It was Napoleon who first freed the European highroads from the hordes of bandits who infested them, but even until comparatively recent times a voyage was a great adventure only to be undertaken in a spirit of solemn seriousness.

In England the Continental grand tour was regarded as an essential part of a young man's education, and a thousand volumes from Disraeli's brilliant travel sketches to the more modest manuscripts which are still to be found in country house libraries of old English families prove how seriously Victorian youth followed Plato's advice "to travel frequently in order to bring back new ideas which might be of service to the State."

To-day, when a whole host of rival Cooks (the first venture of the original Thomas was a tour to the Borders in order to show the Scott country to Englishmen) has reduced the discomforts of travelling to a minimum, do we travel more profitably than our ancestors?

Long residence in Continental countries forces me to the conclusion that since the war English people have evolved a new conception of foreign travel. Among the wealthier classes the educative value of travel has almost disappeared. The old voyage of discovery has ceased to exist, and in his restless search for distraction the modern Englishman goes abroad not to find but to lose himself.

To the business magnate, the overworked professional man, and the harassed politician travel has become a narcotic which assists him to forget for a few days his material cares. To enable him to compete with the nerve-racking speed of modern life constant change has become a necessary tonic, and to him the getting somewhere is more important than the somewhere itself. To-day there are few Englishmen who would subscribe to Ruskin's dictum that "all travelling becomes dull in exact proportion to its rapidity."

For this type of traveller as well as for those fortunate people who can afford to travel for the sake of their health there is some excuse. But what are we to think of the vast army of young men and women to whom foreign travel is merely a sector in the round of their social engagements and whose sole incentive is the pursuit of pleasure.

Of the thousands of English people who go to Switzerland every year how many of them see anything of the country except the slopes on which they ski and the hotels in which they dance?

Two years ago I was in Venice. There were wives of famous Englishmen, women whose names

are household words, who spent four weeks on the Lido and whose only sight of the most beautiful city in the world was a fleeting glimpse of the grand canal from the steamer which bore them from the station to their summer playground!

Here it may be said is much to be said about nothing, but the pursuit of pleasure at the expense of the cult of the mind is the first sign of national decay.

Because of our wealth there is a vast international network of hotel proprietors and travel agencies to pander to our pleasures. Because we are still the wealthiest nation in Europe and because of our slavish subservience to the most blatant influences of American Philistinism we are assisting American tourists in that levelling process which is slowly undermining European culture.

We have destroyed the culinary excellence of the Paris restaurants. Already the Anglo-American demand for jazz has driven the Hungarian tzigane orchestras out of employment, and syncopation has ousted the old Viennese *lieder* from Grinzing.

In this process of Americanisation we have lost our own individuality. Over a hundred years ago Goethe said that the Englishman carried his tea-caddy with him wherever he went. To-day the tea-caddy has been replaced by the gramophone and the ukulele!

I do not wish to imply that all English people travel in this foolish fashion. Our heritage of travel research is still the greatest in the world. The best books of travel have been written by Englishmen of leisure. Some of the greatest archaeological discoveries of all time have been made by Englishmen who have devoted their time and their fortune to the pursuit of knowledge.

At the present moment I know at least two millionaires whose keenness for profitable sight-seeing would put even a German professor to shame. But I do not see their like among our rich young men of to-day.

Perhaps the neglect of the educative aspect of travel is to be explained by the effortless ease with which we travel nowadays. The gifts which the rich despise most are those, like universal suffrage and the rules of health, which cost no effort and which are within the reach of everybody.

To-day, even to the man of moderate means, travel has become a commonplace. And this leads me to the class of Englishmen who still travel intelligently. This class embraces the thousands of English men and women to whom foreign travel is still a luxury to be provided for by weary months of saving and to be used with the greatest possible benefit for the lowest possible expenditure.

This is the class which, guide-book in hand, is to be found in every gallery and museum in Europe, and assuredly it reaps the reward of its virtue. As long as its supply of recruits never falls, there need be no fear for English culture.

Doubtless in all times there have been foolish travellers. Nevertheless there is something that bodes ill for our national welfare in the reflection that the class to which Fortune has given the best chance in life and which in the past supplied us with the majority of our leaders should contain to-day the largest percentage of men and women who travel unprofitably.

### Hans Renold Jubilee.

I have received a copy of the jubilee brochure issued by Hans Renolds, Ltd., which tells in simple language the romantic story of the company's development, in the lifetime of its founder from a cellar in Salford to the vast organisation which now covers an area of 11½ acres at Burnage, on the south side of Manchester.

Mr. Hans Renold, who is in his 77th year, was born at Aarau, in Switzerland, and was one of the first to enter Paris in 1871, when the ashes of the Tuilleries Palais were still burning after the German evacuation. He was engaged there in engineering reconstruction work, and came to England two years later.

The Renold bush roller chain which he patented in 1880, has been an important factor in the development of the British cycle industry, and during the war the original experiments in the choice of tank chains were carried out at the Burnage works.

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