

Redactie

Haarlem,
KOUDEHORN 8

HOLLAND "ICELAND"

Length 152 M.

Also in our country the temperatures have been very low for days together. Owing to the frost, the inland navigation was completely stopped. On the lower course of our big rivers ice-breakers were continually operating, in order to prevent the ice from drifting, through which serious damage might be done to dikes and piers.

The chance of drifting is small if one succeeds in leading away the ice to the sea.

Till the last moment some river-vessels tried to sail, but in most cases the ice proved to be stronger than their engines, so that they had to call in the help of the ice-breakers. This was the case near Dordrecht.

The ducks on the Amsterdam-Rijn Rhine Canal were frightened of the force such an ice-braker can put forth: the "Whale", with its many H.P.'s cut through the 30 centimetres thick ice as if it were cake.

This boat succeeded in making an ice-lane from Amsterdam to Tiel, where the canal empties into the river Waal.

But there hardly were any ships to follow the ice-breaker "Whale" on its way back to Amsterdam, for most of the skippers had looked for a safe port in order to be safeguarded against the destructive force of drift-ice.

At Lobith e.g. more than 300 had chosen a berth. This laid up fleet of various nationalities clearly demonstrated what great an economic handicap the severe frost means for the inland navigation.

Not a single ship could be used anymore for the transport of goods.

Nearly everywhere the ferries had to be taken off the service, but where the ice was solid enough, as on the river Lek, near Culemborg, the traffic could pass the river via the ice.



In collaboration with the hard east wind, the frost had modelled fanciful figures on the big Zuider Zee dam. To the north of it the Frisian sea was completely frozen up, owing to which the islands couldn't be reached by boat anymore. 'Planes of the Government Aviation School however saw to an air-lift from Leeuwarden to the isles of Ameland and Schiermonnikoog, through which these isles were delivered from their isolation.

Every day many flights were made, by which mail, provisions and passengers were transported.

Also the isle of Marken has been isolated for a short time, but soon it could be reached via the frozen Gouw-sea.

Many car-owners risked a trip to the tourist-isle, where they were treated to national dances in the harbour.

Also people who didn't possess cars could reach the isle quickly: with ice-sailing-boats.

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-  POLYGOON HAARLEM

Redactie

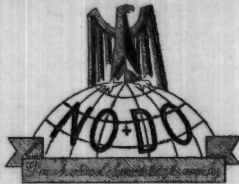
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On many places we could see less ordinary things; e.g. the sailing-skaters near Wormerveer, who could reach speeds of 90 KM an hour. There was also a man with an ice-scooter. In Friesland the horse-sleighs appeared on the ice, as in Surhuisterveen, where trotting-matches were held. Thanks to special horseshoeing the horses stood firmly on the ice. Everywhere in the country people enjoyed themselves on the ice. In Amsterdam the cooks and the waiters had put on the skates. In the zoo the camels couldn't get enough of the ice, which they apparently miss in the warm countries. The monkeys on the contrary, couldn't get warm, and got on crawling-frecks. Even the penguins kept indoors, and still felt chilled. Only the polar bears felt finally at home in this climate. Also the polar bears of Zaandam lived up to their name. In spite of the bitter cold the members of this women-swimming-club continue to take their daily bath. Even the wrapped-up bath-super-intendant couldn't believe his eyes. Ice misery and ice sport kept step. The youth saw of course only the pleasant side. With great enthusiasm tens of boys and girls participated in the school-championship of the capital. For the winners a kiss of the prettiest girl of the class. And a schoolmaster of Nijbeets, Master van den Berg, who had won the eleven towns' skating-race, distributed the prizes.

Vee

Scoutmaster



British

10-4458-440

Paramount

NOTICIARIOS Y DOCUMENTALES
CINEMATOGRAFICOS

68 m.

WINTER SCENES.- TRAFFIC RESTORED IN THE PASSES OF PAJARES
AND EL ESCUDO.- (580-A)

The Passes of Pajares and El Escudo were closed to traffic as a result of the recent snow-storms which lashed the peninsula. Railway traffic was stopped and the trains remained buried under impressive frozen blocks.

The Spanish Railway Network had to undertake the difficult task of restoring rail traffic.

In the Pass of Pajares the Railway Director for the VIIth Zone, together with the engineers and Department heads, supervised the work as a result of which and with the cooperation of 300 workmen in 30 engines, the way was made clear. Gigantic glaciers had made impossible any traffic. and Asturias was cut off from the rest of Spain. These scenes recorded by our camera are self-explanatory.

In the Pass of El Escudo, the cleaning operations were carried out by personnel of the Ist Zone with over 250 workmen and twelve pairs of machines.

Railway communications were re-established and the trains were able to pass through districts who for days had been deprived of contact with other zones.

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