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**TOWN GUIDE  
LAPPEENRANTA**



## **Stone Town Guide Lappeenranta**

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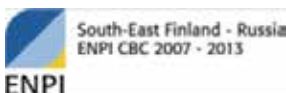
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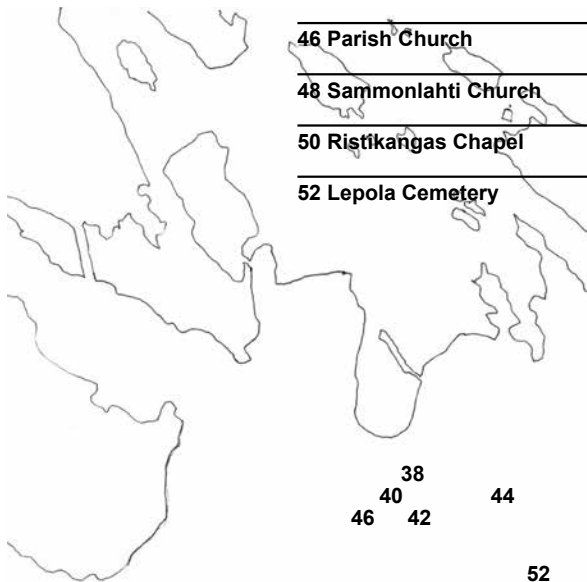
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## **A Brief Town History of Lappeenranta**

A small cape in the headland of southernmost shore of the Lake Saimaa was called Lapvesi. This Lapvesi was famous of its annual fair. The history of this fair and market place dates back to early medieval times. The Lapvesi fair was subordinated to the merchants of the city Vyborg. The main items were tar, furs and livestock from all over Lake Saimaa. Only the first category towns like Vyborg were allowed to practice export trade. Settlement soon began to grow around this cape area and very soon the first local church was built in this place on the cape hill of Lapvesi. The first markings of the church are on the maps from the year 1640. The first medieval Lappee church was in Kauskiala about 15 kilometres south.

The fair area of Lapvesi was elevated into a second category town as Lappeenranta in 1649 with the help of the Swedish Governor General Per Brahe. The grounding procedure was carried out by the Governor of Vyborg Johan Rosehane with the blessing of the Swedish Queen Christina. The seal of the new town was a Wild Man figure and the city was called in "Swedish" Willmanstrand. In Finnish Lappeenranta – Lapvesi's shore. The first town plan was made by Erik Aspegren in 1649 and the town area was about 1.1 km<sup>2</sup>. The town plan was a typical grid plan of that time by the orders of the Swedish king. The town plan included about 19 quadratic plots with perpendicular streets and main administrative buildings. In the logistic sense, Lappeenranta was critical. It was in the intersection of the main roads from Vyborg to Hämeenlinna and to Olavinlinna and also then endpoint of Lake Saimaa area – very tactical place in the military and economical sense.









The city was situated inside the fortress. That's why the history of Lappeenranta is also the history of the fortress. The first fortress was founded after the collapse of Sweden in the Great Northern War in 1721. In the same period, Peter the First started to construct the new capital called St. Petersburg on the river Neva. In the peace treaty of Nystad the new border was very near and Lappeenranta became a border town. The first fortress plan was made by the Swedish Axel Löwen, construction started in 1722 and continued about two decades. At that time, the residence of the county governor Johan Frisenheim was moved to Lappeenranta which appreciated the value of the town.

The next war was called The Hat's War and it started in 1741. This sad and disastrous war led to the Battle of Lappeenranta in 1749. This battle was sad and the Russian troops burnt down the whole city area in the fortification. In the peace treaty of Turku in 1743, the border was drawn along the Kymi River. Russian troops move into the fortress bringing the Orthodox faith and church with them. At the same time, many Russian merchants moved to Lappeenranta. The fortress and the town area started to become impoverished.



Antero Toikka: Portti



In 1770 Catharine the Great sent the Field Marshal Aleksander Suvorov to inspect the east-south fortress line from Hamina to Lappeenranta. Suvorov started to plan the renovation of the fortification in Lappeenranta. In those times, the town started to expand outside the fortress area and several new fortress structures were built. Also the construction of the Greek Orthodox Pokrova Church in the traditional Russian style was started in 1785. At the moment it's the oldest orthodox church of that style in Finland and still in use.

In the war called Gustav's War in 1788 the Swedish King tried to capture back these eastern border areas. The war was lost very soon and in the peace treaty of Turku the border was left in order. Suvorov started a huge and massive reconstruction of the fortress in 1791-92 with over 40 000 men. Several bastions were built in Lappeenranta including Crownwork of St. Nicholas and redoubts in Pallo and in Kimpinen, plus the new Arrow Fort in front of the main gate of the fortress. At that time, Suvorov also started to create the outermost fortification line from Hamina to Lappeenranta including the innermost line with the Castles of Käkisalmi and Vyborg. The headquarters of the new weapon of Suvorov – the Russian Saimaa rowing fleet was also situated in Lappeenranta.





Lappeenranta was a small wooden town mainly inside but also around the fortress. The first town plan was the grid plan made by Aspegren. All the buildings, the main church and the administrative buildings were inside the fortress. Handworkers, farmers and merchants lived outside the fortress and the new town centre called "The Large Suburb" started to grow up in the mainland. In the year 1790 the new town centre was born outside the fortress and the town got its modern position. The main church of Lappeenranta called The Church of Maria was built in 1794 after the original church in the fortress was burnt down in summer 1790. In those days, the church was standing alone in the middle of farmers' fields. Later the belfry was built nearby on the hill.









The next and last war between Sweden and Russia was the War of Finland in 1808-1809. The main attacks took place in the western part of Finland and this war had many effects in Lappeenranta. The peace treaty of Hamina in 1809 cut the ties between Sweden and Finland conclusively for the next 100 years. The border was now in Tornio River and Finland got the status of an autonomous Grand Duchy until 1917 – Finland became a semi-independent state.

Lappeenranta Fortress was not a border fortress anymore and it lost its strategic position in the military and even in the economical sense. The fortress was abrogated and it became the property of Lappeenranta. The new city centre started to grow on the Salpausselkä Ridge on its current place. The town plan of the new city was a grid plan made by Finnish engineers. Lappeenranta was influenced by Russia because of the military troops and the Russian merchants.





The Saimaa Canal was built in 1858 from Vyborg to Lappeenranta and the railway connection from the track of St.Peter-Helsinki in 1886. The railroad and Saimaa Canal connected Lappeenranta to Europe. The wooden Town Hall was built in 1829. The new brick-structured presidio area for Finnish troops was built in 1880 – 1910. This was the biggest investment in Finland for the Finnish Army in those days. Today, this area is building preservation area. The last Russian-made building is the orthodox military church from the year 1912 on the centre hill of redoubt Suvorov. This Russian church project was the last Russian drift action against the City and inhabitants of Lappeenranta! At the time there were about 1000 inhabitants in Lappeenranta and the city was very small. At the beginning of the 20th century, Lappeenranta became an industrial town with modern saw mills and timber factories. Kaukas Oy started pulp, timber and sawmill factories in 1890, nowadays it's called UPM-Kymmene and in the year 1910 Paraisten kalkkivuori started the lime and cement production in Lappeenranta. Sweet factory Chymos started the production of sweets, juice and liquors in 1922. One of the most hi-tech factories is Outotec, earlier called Larox, providing technology solutions for the process and mineral industry.



Veikko Jalava: Purje

Kauko Räsänen: Äiti Karjala

Kauko Räsänen: Enkeli



Jouko Toiviainen: Muuttolinnut



Wäinö Aaltonen:  
Suru ja usko  
tulevaisuuteen



The last town plan signed off by the Tzar was the so-called “Tzar’s Town Plan” from the year 1892. Tzar Alexander III also visited Lappeenranta by train and steam ship. He governed Finnish troops on the training area of Leiri which is now the Airport of Lappeenranta. In the Tzar’s Town Plan, the city of Lappeenranta got its shape and form of today. There are only some changes in the main town plan in the city centre. In 1917, Finland became independent after the bloody Civil and Freedom War. The last military actions took place in spring 1918, while the fortress served as a prison camp and execution place. The fortress lost all its significance and in 1970 started the long renovation period that lasts until today. Today, the fortress is well appreciated and a scene of many cultural activities.

The first general plan was designed and approved in 1956, made by architects Meurman and Kivinen. The municipality of Lappee and the market town Lauritsala were connected to Lappeenranta in the mid-1960s and later also the municipalities Nuijamaa and Ylämaa. With these connections, Lappeenranta got two border stations to Russia, Nuijamaa and Vainikkala. Today, Nuijamaa is the most lively traffic border station in Finland with over 3,4 million border crossings per annum and Vainikkala is the border railway station on the border of the EU. Lappeenranta University of Technology was founded in 1969 and the city of Lappeenranta is the leader city of South Karelia.

The last radical and modern town plan was designed in 1966 by architect Juutilainen. The city centre was based on the heavy urban grid plan on many levels, with cars in the basement and the walking area above. Later on, the city has extended in every compass point. The total town area today is 1725 km<sup>2</sup> and there are more than 72 000 inhabitants. The Saimaa canal was in 1968 and Lappeenranta built the Mustola harbor with a railroad. Today, Lappeenranta is a border city again.









Today, Lappeenranta is a lively and affluent little town by Lake Saimaa. The zoning situation of the city centre is difficult, and it is also under pressure due to tourism and commercial requirements. City plans regarding the core centre, the square of Mary's Church and the market square area still lack solutions. City plans for the new administrative centre and the City Hall area are being renewed and a new theatre and shopping centre ensemble will be built in the central city block. It is difficult to combine these with walkways. The new commercial centre will be located in Myllymäki, on the south side of Highway 6, and another large commercial centre will be built along Saimaa Canal and Pietarintie in the Mustola area. The incoherence of the city structure complicates designing a city plan based entity and there is a lot of pressure related to additional building rights. The zoning-related pressure has to do with the county plan as well as the commercial zoning of the border area with Russia.



## **A brief history of the Lappeenranta Fortress**

When the town of Lappeenranta was founded in 1649, it was situated in the midland of Sweden because Sweden was the third biggest state in Europe after the Peace Treaty of Stolbova in 1617. Very soon this position was lost and Russian troops made offensives on the eastern borders. After the collapse of Charles XII and the rise of the Tzar Peter I, the eastern border became strategically important. Lappeenranta was against the east!

The first fortress was founded after the collapse of Sweden in the Great Northern War in 1721. In the same period, Peter the First started to construct the new capital called St. Petersburg on the river Neva. In the peace treaty of Nystad, the new border was very near and Lappeenranta became a border town. The first fortress plan was made by the Swedish Axel Löwen, construction started in 1722 and continued about two decades. The first ramparts were built from Town Bay to Pallo Bay. The fortress was armed with eight artillery pieces. The bastioned ramparts were made of soil and stone and the ramparts were equipped with timber palisade. After the Battle of Lappeenranta, Russian troops burnt down the whole fortification area. In the peace treaty of Turku in 1743, the border was drawn along the Kymi River.

Lappeenranta was against the west. In 1770, Catharine the Great sent the Field Marshal Aleksander Suvorov to inspect the east-south fortress line from Hamina to Lappeenranta. Suvorov started a huge and massive reconstruction of the fortress in 1791-92 with over 40 000 men. The weakness of the fortress were the nearby hills. Several bastions were built in Lappeenranta, including Crownwork of St. Nicholas and redoubts in Pallo and in Kimpinen, plus the new Arrow Fort in front of the main gate of the fortress. At that moment Suvorov also started to create the outermost fortification line from Hamina to Lappeenranta including the innermost line with the Castles of Käkisalmi and Vyborg. The headquarters of the new weapon of Suvorov – the Russian Saimaa rowing fleet was also situated in Lappeenranta.











The next and the last war between Sweden and Russia was the War of Finland in 1808-1809. The peace treaty of Hamina in 1809 cut the ties between Sweden and Finland conclusively for the next 100 years. The border was now in Tornio River and Finland got the status of an autonomous Grand Duchy until 1917 – Finland became a semi-independent state. Lappeenranta Fortress was not a border fortress anymore and it lost its strategic position in the military and even in the economical sense. The fortress was abrogated and it became the property of Lappeenranta. The last military actions in the Fortress took place in spring 1918 – the fortress served as a prison camp and execution place. The fortress lost all its significance and in 1970 started the long renovation period that lasts until today. Today, the fortress is well appreciated and a scene of many cultural activities. Today, the fortress is listed as an object of protection. New constructions and happenings are allowed only with extreme consideration. On the Catharina Square you can hear the step noises of Faber, Frisenheim and Suvorov. Between the barracks, you can hear the step noises of the Russian, Swedish and Finnish soldiers. You can hear the bells of the Orthodox Pokrova Church. On the memorial of the Battle of Lappeenranta near the main gate, you can smell tar and gunpowder – you feel the history. That's all the Fortress is.



# SAIMAA CANAL

The need for a lake or water route between Lappeenranta and Vyborg was well known because of the Lapvesi annual fair. The need for export cargo was current. The first idea was drawn up by Erik Turesson Bielke, the commander of the Olavinlinna and Vyborg castles, to link the Saimaa waterway with the sea. The canal was 118 metres long and 5.3 meters wide. The location of the first canal was on the canal's current place. The construction was finished because of the solid rock.

In 1607-1608, Admiral Bengt Juusten tried to dig a canal on the orders of King Charles IX of Sweden. A canal, about half a kilometre long, was dug through the gravel esker of Saimaa. Then the works stopped because of the lack of workmen and money. In 1608, Juusten died and "The Juusten Canal" is to be seen as an excavation in Lappeenranta, locally it's called the Canal of Pontus (Pontus De la Gardie).

The farmers in Savonia and Karelia started to plan the new canal route and Tzar Alexander I was sympathetic to the project. At the time, canals were built all over Europe, especially in England and in Sweden. Steam boats and railways became common.

In 1844-1858, the first Saimaa Canal was dug on orders of Tzar Nicholas I. The main designer was a Swedish Engineer Colonel Edström and the leader of the construction organisation was Baron Carl von Rosenkampf. The total costs were about 3 million silver rubles and it was the biggest project ever in Finland. The work started in 1845 and the canal was ready in 1858. The project was huge and brought new building technology in Finland. The whole canal is gladdened with local granite and the lock chambers are made of granite. Later during the renovation in 1893-1903 also concrete was used as a building material for the first time in Finland. The bridges and lock gates are made of timber and steel. At the opening ceremony 7.9.1856 with Tzar Alexander II in Vyborg the roof of the Castle was burnt down by the fireworks.





The canal is about 60 kilometres long, connecting small lakes with 28 locks and the fall is about 75 metres. The vessels travelling along the canal were either barges or small steam-powered vessels. The canal helped to turn Vyborg into Finland's largest city of commerce. Finnish engineers started to expand the canal in 1926 – 1939 but while the Winter War stopped this project, some locks were modernised. The war started when the canal was under construction and Soviet Union could not use the canal. In 1962, the Soviet Union leased the canal to Finland from 1963 under a 50-year lease agreement.

The third or fourth canal construction started in 1964 and Finland paid the costs. The Canal was renovated for bigger ships with only 12 lock chambers. The Finnish side of the canal is 23.3 kilometres long, and on the Russian side it is 19.6 kilometers. There are eight lock chambers, and the difference in elevation from Lake Saimaa to the Gulf of Finland is on average 75.7 metres. In August 1968, President Urho Kekkonen cut the ribbon spanning the canal at Mustola. In 1976, the first visa-free cruises to Vyborg began, and up to 30,000 passengers per season availed themselves of the opportunity. In 2002, Russia started requiring visas of all passengers, sharply reducing the popularity of Saimaa Canal cruises to Vyborg. In 2012, cargo transport was about 1.7 million tonnes with over 3000 vessels and 44 000 persons.



## **SALPA LINE**







Just a few weeks after the Winter War, Marshal Mannerheim gave the order to build the Salpa Line. The Salpa Line is a massive line of defensive fortifications approximately 1200 km long. The Salpa Line follows roughly the Eastern border and stretches from the Gulf of Finland to Savukoski, and continues from there on as a field fortified line all the way to the Arctic Ocean.

The Salpa Line is the largest construction effort ever taken in the independent Finland and the costs were about 5% of the budget of the state of Finland. The busiest time of the construction was in the spring of 1941 when, at its peak, 35 000 men and 2 000 members of women's auxiliary defence services were working at the fortification site. After the fortification works ended in the end of 1944, a total of 728 reinforced concrete bunkers and 3 000 wooden field fortifications were completed. Local natural stone is used everywhere in the constructions: in the tank barriers, in the bunkers, in concrete and in the defending excavations. Natural stone is also used as camouflage over the constructions.

Salpa Line fortification constructions can be found in over 30 municipalities. The city of Lappeenranta and the nearby municipalities are in the focus of this fortification line. The constructions are cataloged and marked in the Town Plans. The Salpa Line is an ancient conserved monument.



## **SALPA LINE**











## **The first world war fortress in Lappeenranta, a brief history**

The whole southern Finland was fortified during the First World War 1914 - 1918. The country was protected against naval attacks by the coastal artillery batteries and the mainland areas with three consecutive fortress lines. The main enemy was the German army. At that time, Finland was a part of the Russian Empire and fortifications in Finland were a part of the defence system of Petersburg, the capital city of Russia.

Many of those fortress lines are situated in South Karelia and some of the defending constructions are mixed with the constructions of the Salpa Line. In South Karelia, more than 100 000 men, including the Russian soldiers, were at work and the building of the fortifications was supervised by Russian engineer officers. The fortification equipments are mostly mined into the rock. There are some artillery bunkers and shelters made of concrete and stone. The stone material was always mined very near the building site. It can also be expected that this fortification constructions had economical or social influence on approximately 100 000 Finns and the total length of the ready-made lines is over 2000 kilometres.



# KOULUKATU 12







Kansallis-Osake-Pankki (KOP) opened a branch in Lappeenranta in 1907. The new bank building was designed by master builder Heikki Kaartinen in 1913. Kaartinen had designed several buildings for KOP and also other significant buildings, for example in Helsinki. The bank building's style represents late Art Nouveau and the controlled stone architecture of its time. The material used for the façade is grey granite. There is a bank on the ground floor and residences on the top floor of this two-storey building. The shape of the building is symmetrical and there are beautiful ornaments around the openings and the eaves. The façade survives till today and there is currently an architectural firm and a kindergarten in the building.





# DANSKE BANK

The Danske Bank building is located in the intersection of Koulukatu and Kauppakatu, opposite the congregation centre designed by Markku Komonen. The designer of the building is the architectural firm Ark'Ida and the architect is Timo Vuori. The building was completed in 1988 in the hardware store block of the old Lappeenranta. The new building conjoins the newer part of the hardware store of Lappeenranta, which was designed by architects Kai Blomstedt and B. Stenbäck in 1964.

The bank building, which is made of stones and has a concrete frame, represents the modern 1980s bank-related building style with its ship-themed railings. The interior of the building is dominated by a banking hall with large upper windows, resembling a sacral building. The upper floors of the building have offices and the basement is reserved for parking.

The façade of the building is made of gray granite slabs with anchor pin fixings and the style of the buildings façade is trivially ascetic.



## KAUPPAKATU 34



The most central building in Lappeenranta's new city dating from the 1960s is the bank building (Kauppakatu 34) designed by Kaarlo Pinomaa (born in 1917) and the adjoining area with partially underground commercial premises. The cubic main part of the building emerges from the bundle of horizontal office spaces, located on the lower part of the street level, and dominates the intersection of Valtakatu and Kauppakatu. The façade of the building is made of light marble, sheet copper and ceramic tiles. The building is a good representative of the modern construction technique of the 1960s office buildings - after all, it boasts the first escalator in Lappeenranta, for example. Architecturally, the building represents the pompous bank architecture style that dominates its environment. There is a sculptural relief by Raimo Utrainen on the wall of the building.



Part of the store's facade with large glass windows and a dark background. The word "lehmus" is visible in white lowercase letters with a green leaf icon to its left. Below the logo, the phone number "Puh. 020 544 0000" is printed in black. A green horizontal bar contains the text "Puhelinpalvelu" in white.





# OSUUSPANKKI BUILDING







The Osuuspankki building in Lappeenranta (Pormestarinkatu 7-9) dates from 1976 and it was designed by the architectural firm Karjalainen and Salo. The new building conjoins the old property of Osuuspankki (Lappeenrannan Osuuskassa 1955/1968) and forms a complete block of banks today. The two-storey commercial building has a ferroconcrete frame and it was cast in situ, with waffle slab as the intermediate floor in the banking hall. The first squash hall of Lappeenranta used to be located in the building's basement but it was later transformed into the bank's training premises. The strongly profiled façade of the building is made of grey granite and the façade materials of the older buildings are marble and sheet copper.





Originally designed by academic Georg Kosekoff as an Orthodox military church for the garrison of Lappeenranta, the construction work started in 1912 without a permission from the Local Register Office. The church is located on the Nikolay ramparts, near the old location of the Tourist Association's observation tower. The church is a centrally planned church with five towers, full-brick structures and a granite plinth and its colour could have been white. Construction was abandoned in 1914 and as Finland gained independence, there was no need for an Orthodox church. Amended blueprints for Lappeenranta Church were ordered from Josef Stenbäck in 1920-21 in order to «westernise» the church. Stenbäck's proposed changes were rejected due to the costs involved, among other reasons. The final blueprints were ordered from architect Ilmari Launis and the changes were completed in 1924. At this time, the church hall received an intermediary floor and the onion domes were flattened. The style of the church represents a combination of neo-Byzantine Classicism and art déco. Since that time, the interior of the church was modernised in 1965 according to blueprints by Veikko Larkas. The current appearance of the church is by architect Sami Vuorinen from 2008, when the small towers were refitted with dome-like roofs.



# PARISH CHURCH







# SAMMONLAHTI CHURCH

The Sammonlahti Parish Church was completed in 1992 and it is an integral part of the new district centre of Sammonlahti. The church was designed by the architectural firm Ojala of Lappeenranta, with its main designer being Riitta Ojala. The building with its congregation hall is a concrete-framed red brick building with natural stone in its interior decoration, façade and the surrounding environment, and for example the use of grey granite from Ristijärvi deserves a special mention. There are plenty of art works by various artists in the building.





## RISTIKANGAS CHAPEL



Ristikangas Chapel was designed by architect Erik Bryggman in 1955. The architectural plan of the chapel was approved one week after Bryggman passed away and architect Olli Kestilä saw the project to the end. The chapel was completed in 1957. Architect Bryggman is known as a person who combined the themes of Neoclassicism and Functionalism, and the Resurrection Chapel in Turku is considered as his main work. The entrance, placement in a park-like environment, the space-related solutions and the material choices of Ristikangas Chapel resemble the Resurrection Chapel. The lower part of the chapel's exterior wall has been clad with natural stone. Wäinö Aaltonen's relief «Mothers adorned with wreaths»<sup>50</sup> decorates the chapel's wall.







# THE LEPOLA CEMETERY

The Lepola Cemetery was designed by a famous designer, Ilmari Wirkkala, 1890-1973. Wirkkala designed many cemeteries, cemetery chapels, monuments and memorials. Usually, he used Finnish natural stone. The Lepola Cemetery was completed in 1939 based on Wirkkala's areal plan including the chapel, ardent main gates and fences. The main gate columns are made of natural stone as a random coursed rubble wall. The upper part of the gate is made of gray granite with Christian reliefs and monograms on both sides. The gates are made of hammered iron. The style is the Classicism of the 1930s. The whole entity is well preserved and in active use today.





# THE CHURCH OF SAVITAIPALE

The seventh Church of Savitaipale was made of stone because of a fire. This church was designed by the famous Finnish architect Josef Stenbäck, 1854-1929. Stenbäck studied at the Helsinki Polytechnic and in the Technical University of Stuttgart. Stenbäck was an architect and construction engineer and specialised in church design. He designed 19 natural stone churches in Finland and the church of Savitaipale was erected in 1921-1924, the contractor was master builder Tikka. There are more than 700 seats in the church. The stone façades were renovated in 2011 because of the moisture damage.

The Savitaipale Church is a massive brick wall church with gray granite façade. The architecture of the church is Jugend or Finnish National Romantic Style of that time. The façade granite is taken not so far from Viuhkonvuori in Kaskeinkylä, only 5 kilometres from the church. The façade of the building is a combination of white plaster, pitched quarry stone and black tarred iron. Stenbäck used stone very often as load bearing parts of the building. The style is very similar to Lars Sonck's architecture, the ornaments are simple but influential according the difficulties to form the hard granite.







# THE CHURCH OF SAVITAIPALE









# IMATRA STATE HOTEL

Throughout the times, Imatrankoski has been one of the most vital tourist destinations of our country, both under the Swedish and the Russian rule. The State Hotel of Imatra is the third hotel on the site. The earlier wooden hotels were made especially for Russian tourists from St. Petersburg. The “Grand Hotel Cascade” was opened in 1903. The architect is Usko Nyström, 1861-1925. Nyström graduated from the Helsinki technicin 1888. He also worked in the office of Stenbäck. Later, Nyström taught architecture and got the title of a professor in 1922. The style of Nyström was Jugend. One of his main works is the Hotel in Imatra.





# IMATRA STATE HOTEL



The hotel is a massive brick construction with plastered façades and stony details. Ray granite is used in the first floor façades, in the towers and in the main entrances. Nyström was the master of using stony ornaments, small decorations and statues in the spirit of the Finnish Kalevala – the building is like a Castle of Forest Gnomes.





# IMATRA CITY HALL







There was a design contest for the construction of the Imatra City Hall in 1966–1967. The contest was won by architects Arto Sipinen and Mane Hetzer. The construction of the City Hall designed by the winners was completed in 1970. The building has three floors and a concrete frame and, according to the spirit of the era, its main structure rises from the Kansalaistori Square, with parking spaces in the basement. The exterior of the council's assembly hall, elevator shaft, stairs and the floor on the ground floor have been paved with grey granite. The same material is used on the plinth. The dominating materials on the façade are bronze and special glass that has the ability to reflect heat rays and rays of light.



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