

J.H.'s weekly letter to his friends and compatriots

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but arrows of the same material set at 50 m. distance directed one on to it.

One had to land short of the line and taxi across it, the time being counted from the moment one's wheels rolled over. One could remain any desired length of time at any landing place, as long as one completed the circuit in the day. A very wise provision in this mountainous country, where sudden squalls and changing weather make the meteorological reports very necessary.

Another interesting feature was that one's "ballast" might consist of any spares or tools one might require, with the stipulation that any repairs done had to be done with parts and tools carried sealed up in the machine. We therefore decided that to fly solo, carrying a large assortment of spares, would be best, and put in the machine as well as the usual "breakdown kit," a spare wheel, and a couple of cylinder heads complete, as well as a couple of gallons of oil in sealed tins. This is the first international competition that has ever allowed such a sensible arrangement.

The next leg of the course was over ground of about a similar height till one reached the valley of the Rhine, and was of length 127 km. In spite of the fact that the town of Basle, at its terminus was presenting a Cup for the best time over this leg, I decided to risk losing this and fly at three-quarter throttle, as I was suspicious of valve trouble, and a forced landing in the desolate valleys of the higher hills would have put me completely out of the competition, as well as very much increasing one's consumption. The trip to Basle, however, took exactly 60 mins., and gave the Cup to the English machine.

The officials at Basle had breakfast—another—waiting for the competitors, as well as weather reports from the top of the Jura Mountains. Here one was overtaken by a Zurich official, the starter, as a matter of fact, who, having sent the last machine off, followed round on a 200 Hispano-engined D.H.3 to see that everyone was all right, a little act of kindness and courtesy to visiting strangers unaccustomed to mountain flying that was very much appreciated. I was interested to learn that his times to St. Gallen and Basle were identical to the minute with mine, but sad to learn that the Zurich Club Daimler had had to forced-land outside St. Gallen.

The trip to Thun lay directly above the highest point of the Jura Mountains, but flying at 5,500 ft. one found that good landing grounds could at all times be reached by gliding. The highest flat ridges were wrapped in cloud, but otherwise the whole course was remarkably clear.

Thun lies 89 km. south of Basle, and the Alps rise sheer above it on two sides in cliffs of some thousands of feet, surmounted by great white, glistening peaks—naturally it is somewhat bumpy there, but extraordinarily beautiful. It would be an ideal holiday resort for an aviator, as the aerodrome lies in a curve of the town and one's climbing—one's winter sports—or one's boating in the summer, are actually less than a stone's throw away.

Another little example of detail organisation was shown here. One portion of the aerodrome is extremely ridgy, and unsafe for light aircraft landing. During the whole time of the competition about thirty mounted soldiers were kept constantly riding up and down and all over this bad portion to prevent machines from trying to use it!

The distance from Basle to Thun took 42-43 mins., as against 40 mins. by the guardian machine which came along later.

The last lap of the course was considerably the worst. It consisted of 105 km., the first 40 of which lay over serrated ridges of hills like knife edges. One had to climb very rapidly to clear the first of this series. A forced landing here would have been very difficult, as the valleys were as knife-edged, cut by vicious quick-running streams, as the ridges. The usual Swiss aviator over this course follows a large winding valley, which has a broad base, and is full of pleasant grazing fields, always full of mountain goats and sheep, and, as one official remarked here—"the sheep know good landing fields."

A special treat was also reserved for the coming generation, whose interest in aviation seems to require very little stimulus for

"Wednesday afternoon presented a very excellent innovation in flying—children's day—and there were upwards of 18,000 children on the aerodrome. The price of admission had been reduced to 6d., and for that every child got a free toy balloon to enter in the balloon race. The day was partly amusing, partly instructional. The amusing side for the children were these balloon races, balloon bursting competitions by Swiss machines, daylight fireworks, and a wonderful kind of "Archie" that released kites and figures attached to parachutes—horses and birds—and "Mother Camps"—which floated gently down. They also had balloon-jumping races. Two racers jumped too high and nearly got lost among the clouds, much to the children's delight!

On the instructive side the children were given short talks from very efficient loud speakers explaining the parts of aeroplanes—and why they fly—and, almost most interesting of all, a descriptive talk of how an aeroplane does things—with actual illustrations while the talk was going on, by Comte, in his own Comte machine at about 1,000 ft.

As far as I could see it was almost impossible to drag the 18,000 children away at 6 o'clock. Young Zurich, at any rate, will be air-minded when it grows up."

Here is a description of some of the "aerobatic" stunts:—

"It would be impossible to describe the stunting of all the competitors. There was a certain sameness and monotony about the perfection of the loops, rolls and spins, and combinations of these manoeuvres, except in one or two cases.

The "ordre of action" of some of the best "aerobats" was as follows: *Hpt. Burkhard* (Swiss) on a *Nieuport Bebe*, flew across the aerodrome at prescribed height of 400 m. on his back, rolled off, zoomed and upward rolled twice, rolled out of top of loop, Hoick turn, spun out of loop with two turns of spin, rolled upwards, half rolled on to back for 5 to 6 seconds twice. Flew on back across aerodrome. Inverted spin out of loop. Steep climb, tail slide, stall and spin. Loop, roll, sideslip on glide down either way. The competitors in the semi-final are required to stunt at will for 8 minutes.

Fronval, Morane.—A very finished performance. He was the only man to attain his height on a steady climb. Came across aerodrome in one very slow roll. Came out with a climbing turn, and ascended in narrow spiral, spun down to original rolling attitude, and crossed aerodrome in five loops, distance being perfectly judged, half-rolled out of last loop, returned across aerodrome in five fairly slow rolls, turned, half-rolled on to back and flew thus across aerodrome, half-rolled back to normal flight. Crossed aerodrome in five flick rolls alternately left and right. Crossed aerodrome in very slow roll. Half-roll on to back, little way on back, half-roll to normal. Four climbing rolls across aerodrome. Lost his height for landing by a very slow falling leaf. There was no moment during the performance in which there was nothing to watch!

M. Doret did similar stunts very perfectly, with the addition of a loop from ground level into which he went with considerable speed and at the top of which he attained an altitude of about 700 to 800ft., coming out of his loop again at ground level.

Herr Fiesler's performance on his *Schwalbe* was entirely different from the others. He began by a series of six fairly slow rolls across the aerodrome, and then rolled on to his back. In this position he circled in steep turns, doing three figures of eight. He then gained a little height, and pulled up into a steep climb, and dived off a tail slide on to his back and then did some crazy flying. He then went into a normal loop, followed by an almost perfect inverted loop. He did not appear to do this under loop off a stall, but appeared to go into it at about 60 to 80 miles per hour. He then turned on to his back and flying level did a complete loop, coming out level at the end and half-rolled to normal. He half looped on to his back and came down thus in gliding turns with engine off to about 150 ft. from the ground, when he turned over and did a normal landing."

The most important events were reserved for the two concluding days of the meeting:—

"The two big races over the Alps, for the Coupe Chavez-Bider (commercial machines) and the Coupe Echaré (military machines) were timed to start at 6 a.m. on Saturday, August 20th. The weather, however, appeared threatening, and the weather reports from Thun and Bellinzona were none too good at that hour. So that the first machine to start was the big new three-engined Junkers with three Bristol "Jupiters" made under licence on the Continent. It started at 9.10 a.m. This machine appeared extraordinarily manoeuvrable on the ground, although the regulations insisted on the pilot in every case flying in the race without mechanics or passengers. This was the only machine to finish in the race, the other Junkers, with the Junkers motors, being forced down with engine trouble. It made the magnificent time over the long course of 4½ hours.

The pilot told me that he had a very interesting trip, encountering thick clouds at 12,000 ft., both on the outward and return journeys to and from Milan, above which he had to get, but that he did not suffer very greatly from cold. He flew at 18,000 ft. in clear sunshine above the cloud layer for over half an hour.

In the Coupe Echaré the first away was Capt. Bärthel, a Swiss on a Dewoitine, at 9.44. He was also the first home, arriving at about 2 p.m. Capt. Bärthel was the winner of this competition in 1922. He was then mounted on a Fokker D.7. His departure was followed by another

Swiss, Lieut. Bornet, on a Fokker D.7 at 10.25, and his compatriot Capt. Wicheman at 10.43.

A Czechoslovak, Capt. Dwis, on an Avia B.21, with a 300 Hispano engine, left at 11.19. It was interesting to hear that Mr. Bondy, the head of the Avia firm, Milos Bondy & Co., has almost ceased to build the light aeroplanes that won the French International Light Aeroplanes Competitions last year, as they have received such large Government contracts that they can scarcely carry them through. The Czechoslovak team waited for each other at the first stopping place, and flying together, arrived in a bunch, almost in a formation, at Dübendorf at 3 o'clock.

At 4.45 Mr. Clifford Harmon, founder and President of the International League of Aviators, presented Mr. Mittelholzer with the yearly trophy given to each country. He was supported by many prominent public men of Zürich and Berne, and the presentation was witnessed by a large crowd.

The two big races were not without incident. About noon the news came through that a machine had capsized on a bad portion of the aerodrome at Bellinzona, but all the officials were far too busy trying to clear it away to tell us who it was. It later transpired to be the Czech, Captain Kniazekowsky. Two other machines forced landed, one at Montchaldoy—a long glide down from the hills, and the other, the Swiss type machine piloted by Capt. Cartier, a few hundred yards from the home aerodrome. Much sympathy was felt for him as he had made excellent time.

Excellent time was made by M. Comte on his machine, but he was disqualified because he did not pass between the finishing posts.

The curious result, from a Swiss point of view, is that they have two pilots in the final, and only one machine for them to fly. One of their other machines of this type was forced-landed at Altdorf, and the other has developed some inexplicable engine fault. It is impossible for both of these finalists to compete, as they have to leave within 4 minutes of each other. So presumably the leader of the Swiss team will put his best man in.

In or out of the Competitions, the finest effort of the day was put up by Lieut. Huëgger, the Swiss.

Starting at 6 p.m., he flew over to Bellinzona to see if it was fit for the competitors, but finding it masked in cloud he returned to Zurich without landing. He then flew to Thun for the same purpose, and over the mountains towards Bellinzona—having again to return to Zurich to say it was impossible. A little later he went again to Bellinzona and returned to say it was all right! Then he did his own competition over the Alpine course, and after he had finished went off again to Bellinzona to fetch another competitor who had forced-landed. This made in all nine crossings of the Alps in one day, which surely constitutes a record.

The National Competition of the Alpine Circuit was held in the morning in beautiful weather; all those who started finished. The results were as follows: 1, Oblt. Immenhauser, time 119 mins. 39 secs.; 2, Lt. Hugg, time 122 mins. 43 secs.; 3, Oblt. Suter, time 124 mins. 39 secs."

J.J.S.

J. H.'S Weekly Letter to his Friends and Compatriots.

Ladies and Gentlemen,—A rainy day is not always a bad day. Much as we all like the sun, there are times when we wish for rain. A gloomy, rainy day in September may have its advantages, even when the downpour has gone on for the best part of twenty-four hours. So, when to-day I thought of writing you the usual letter, I found the weather too dull for any fanciful outlook, and instead of writing of what will or will not happen in fifty years' time, I settled down in front of a mirror.

Now this mirror of mine is a very remarkable instrument. It does not show you anything of your outward appearance. All it shows is the form of your character and indications of your thoughts; but I am almost afraid of telling you what I saw—but then, even adults have sometimes to admit the truth. This is my picture:

I saw a man with some ambition secretly locked up in his heart. The ambition seems not to be so very bad, but there is a mistrust of other people, and especially of compatriots. "Is this true?" I asked the mirror. "Oh yes! You are, however, not the only one of your nation who is like this. They are all the same, varying only in degrees," was the answer.

Then I noticed the habit of trying to appear to people who are not Swiss as something different from what one really is. This quite particularly with regard to one's nationality. "Why am I doing this?" I asked myself and the mirror together. I had no answer, but the mirror spoke: "This bad habit of yours is an outcome of your fear of being a Swiss." "What?" I gasped. "Well!" said the mirror, "if you were not afraid of being a Swiss, or turn it round and say, that if you were

not afraid of discrediting the good name of your country, you would stand up to anyone coming along and act simply and naturally as a Swiss."

Oh, it is simply horrid, that mirror and its language! You would not believe all the things it has told and shown me. However, I had a little bit of inspiration and did not fight against it, but rather thought about its peculiar reflexes. Well, in the end I had to admit the truth of everything it said.

Yes, we are afraid of showing off as Swiss. Everyone seems to have the idea that it is somehow not an honour to be an alien in general, and a Swiss in particular. This may have its cause in the Great War, when every alien was more or less unwanted, but to-day there can be no reason for such behaviour, unless one was not quite straight with the Immigration Officer.

We have our Clubs and Societies where we meet, and where many a good deed has its origin. But as part of a nation amongst another nation we do not do enough. I have noticed individuals standing up to their full height and fighting for the good name and the good cause of the home country with endless endurance. But they seem to have been—and remain—individuals.

True, we cannot all be heroes. We have different work, different qualities, different opportunities. But we all have and can make opportunities to help in one way or another for the benefit of our Country without being disloyal to the country and the people where we stay as guests.

Last week's proceedings at Geneva have shown clearly that it is not the international spirit which is wanted first. It is the proper national spirit which has to build the road to international understanding and international work. Only those members of the League of Nations as it exists, or any other which may one day be called into existence, who are able to and do perform their duties as nations to themselves and their own members can be of greater use in an international union. But the same thing applies to the individuals making up a nation. A man who does not fulfil his duty to his own country can never be a good member of an international union.

So then, it devolves on us to do our bit. We are, by good fortune, the pioneers for nationalism and internationalism. If we are able to live and work amongst foreign nations in a way which forces them to respect and love us, then we have done a great work. By that we have strengthened the bonds between the country of our adoption and the country of our nativity. But in all this we must also remain true to the Home Country as such.

I may be wrong, but I have always felt pained when I have heard of a son or a daughter of a Swiss who was not able to speak one or other of our languages. I, for one, want my children to speak not one, but two of the languages spoken at home, in addition to English. Do not tell me it is impossible. I know it is easy; more easy than it ever will be for the children to learn one of those languages later. A man or woman with many languages is a born pioneer; why not make all our sons and daughters pioneers of internationalism as we Swiss would like it?

That is what—amongst other things which, for reasons of policy I keep to myself—the mirror has told me. And then, having been humiliated, as I was, I remembered that to-morrow was a day of humiliation, our Swiss "Buss- und Bettag."

Believe me, Ladies and Gentlemen,
Yours sincerely, JOHN HENRY.

SWISS MERCANTILE SOCIETY. EDUCATION DEPARTMENT.

In connection with the scholastic programme the following lectures were given by the students during last week:—

Mr. Albert Hollenweger: "The Personal Relation between Worker and Capitalist." Mr. Arthur Merz: "The Hotel Industry at Montreux." Mr. A. Seschliman: "Swiss Cheese." Mr. Max Hintermann, Schaffhausen: "The Swiss Watch Industry." Miss Elsie Gemp, Basle: "Westminster Abbey." Miss Yvonne Baillod, Zurich: "How we should Spend our Leisure Hours." Mr. James Bauert, Zurich: "A Visit to Rheims and the Battlefields." Mr. Ernst Mühlhaupt: "Grisons." Mr. Walter Sieber, Münsingen: "The Simplon." Mr. Charles Koch, Paris: "Ideal Holidays." Mr. Maurice Rohrbach, La Chaux-de-Fonds: "The finest Jewel of the British Empire."

The debating classes dealt with the following subjects:—

"Would life be happier without death?" Proposer, Mr. O. Masterman-Smith, Headmaster; Opposer, Mr. W. Schüpfer, Menziken (Aarg.).

"Has a doctor the right to end the sufferings of an incurable patient?" Proposer, Mr. E. Honegger; Opposer, Mr. W. Burren.

"Are you in favour of a National Federation of Europe?" Proposer, Mr. W. Sieber; Opposer, Mr. J. Meier.

A Public Conference will be given at 15, Upper Bedford Place on Monday, 19th September, at 8 o'clock, by the Headmaster on "Why the Christian Religion satisfies me." All members of the S.M.S. are invited.

CITY SWISS CLUB.

Assemblée Mensuelle tenue 6 Septembre au Restaurant Pagani.

Cette Assemblée, précédée du dîner habituel, réunit 44 Membres et amis au local du Club. Mr. L. Jobin, le Président, après avoir proposé les toasts traditionnels, qui sont dûment honorés par l'Assemblée, ouvre la séance officielle à 8h.40 et souhaite la bienvenue aux invités suivants: Dr. Pettavel, Ancien Consul Général de Suisse en Afrique du Sud; Mr. W. Deutsch; Mr. Th. Siegfried; Mr. A. Stahelin, de La Chaux-de-Fonds et Bâle; Mr. E. Mathey, de Les Ponts de Martel; Mr. A. Barbey, Ancien Membre du Club.

Les différentes questions à l'ordre du jour ayant été liquidées normalement, Mr. Despond, sur invitation du Président, donne lecture du rapport qu'il a bien voulu rédiger sur la participation du Club à la Fête des Vignerons à Vevey. Ce rapport, qui a paru in extenso dans le S.O., est très apprécié par l'Assemblée et le Président en remercie l'auteur au nom du Club. Il remercie également Mr. Ch. Chapuis qui s'est chargé des arrangements préliminaires, et a tant contribué au grand succès de la réunion de Vevey. Le déficit occasionné par la séance officielle tenue le 2 août, à Vevey, est ensuite approuvé à l'unanimité.

On discute alors la question des Cinderellas, qui, cette année, auront lieu au Princes Restaurant. La salle a été retenue pour 3 dances; les dates sont fixées et seront publiées en temps opportun. Le prix des billets est fixé comme suit: 10/6 pour dames, et 12/6 pour messieurs. Le séance est levée à 10.05 h.

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Dimanche, 18 Septembre: Jeûne Fédéral. 11h. et 6h.30: M. R. Hoffmann-de Visme. Services de St. Cène matin et soir.

Les cultes du soir sont repris.

L'Ecole du Dimanche rouvrira le 2 Octobre. Signalez les enfants en âge (4 à 5 ans), au pasteur ainsi que les jeunes gens et jeunes filles pour l'instruction religieuse (15 ans).

Pour tous renseignements concernant actes pastoraux, etc., prière de s'adresser à M. R. Hoffmann-de Visme, 102, Hornsey Lane, N.6 (Téléphone: Mountview 1798). Heure de réception à l'Eglise: Mercredi 10.30 à 12h.

SCHWEIZERKIRCHE

(Deutschschweizerische Gemeinde)

St. Anne's Church, 9, Gresham Street, E.C.2.

Sonntag, den 18. September: Eödigendösscher Bettag. Vorm. 11 Uhr: Gottesdienst und Feier des Heilg. Abendmahls.

Die Abendgottesdienste beginnen am 25. September um 7 Uhr.

Sprechstunden: Dienstag 12—1 Uhr in der Kirche. Mittwoch, 3—5 Uhr, im Foyer Suisse. Anfragen wegen Amtshandlungen etc., an den Pfarrer der Gemeinde C. Th. Hahn, 8, Chiswick Lane, W.4. Telefon Chiswick 4156.

FORTHCOMING EVENTS.

Sunday, Sept. 18th, 1927.—SWISS Y.M.C.A.: Celebration of the "Eidgen. Dank, Buss- & Bettag," at 15, Upper Bedford Place (Foyer Suisse), W.C.1. Reception at 4 p.m. Tea at 4.30 p.m. sharp. (Ladies invited.)

Saturday, Sept. 24th, at 5 p.m.—SWISS MERCANTILE SOCIETY: Garden Party, followed by Dancing, at Nuthall's Restaurant, Kingston-on-Thames.

Friday, Nov. 25th, at 7 p.m.—CITY SWISS CLUB: Annual Banquet and Ball at the Victoria Hotel, Northumberland Avenue, W.C.

SWISS CHORAL SOCIETY.—Rehearsals every Friday evening. Every Swiss heartily invited to attend. Particulars from the Hon. Secretary, Swiss Choral Society, 74, Charlotte Street, W.1.

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