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productive capacity of the labor occupied in agriculture. These few data should suffice to show the importance of exports to the standard of living in Switzerland, which, before the war, was one of the European countries whose foreign trade was most active in comparison to the number of its inhabitants.

THE WAR ECONOMY OF SWITZERLAND.

The aggravation of the international political situation after the failure of the Disarmament Conference in 1932 obliged Switzerland to strengthen and reorganize its national defense. At the same time the need was felt to prepare the economic defense of the country in case of war. On October 14, 1933, the Federal Chambers enacted a decree concerning measures of economic defense against foreign countries, for the purpose of combating unemployment, safeguarding national production and developing exports. At the time when Switzerland found itself compelled, for the first time in its history and under foreign pressure, to adjust the parity of its currency, on September 27, 1936, the Swiss Confederation issued the first series of the first National Defense Loan, amounting to 80 million Swiss francs. In an outburst of patriotism and understanding, the Swiss people subscribed an amount of 332 millions, which, at the time, was regarded as a huge sum, especially as the rate of interest offered was only 3%, or about 1/2% to 3/4% below the rate then prevailing on the money market.

At the beginning of 1937, the Federal Military Department created a "Section for War Economy" attached to the General Staff and on April 1st, 1938, Parliament enacted a law which specified that "the Confederation take proper measures necessary to insure that the population and the Army be provided with all supplies that will be essential for their maintenance in case of an economic blockade or in time of war".

By virtue of this law, numerous measures were enacted in Switzerland to assure the economic life of the country and when, on September 1, 1939, the general mobilization of the entire army was ordered for the following day, she had, thanks to her vigilance and foresight, a complete organization for war economy ready to operate and which, to a large extent, contributed to the maintenance of comparatively satisfactory economic conditions throughout the entire war, from 1939 to 1945.

NEWS LETTER FROM ZURICH.

Like the rest of Switzerland, the city of Zurich was, during the war, almost completely cut off from the outside world. The otherwise active international life of this greatest trading and commercial centre of Switzerland had almost disappeared. For some months, however, travel and commercial intercourse with foreign lands have begun on a large scale. Reciprocal relations with other countries were everywhere restored again, new connections sought and existing ones renewed, so that the stream of foreign visitors to Zurich has greatly increased. The hotels are accordingly well filled up and booking in advance has therefore become essential. The varied picture of busy life presented by a cosmopolitan city, which distinguishes Zurich from all other Swiss towns, is animated by the uniforms of the many hundreds of American soldiers on leave, who indulge here in the attractions of the great city, with its beautiful shops, its elegant cafes and bars and numerous places of amusement.

As a result of the present insufficient train-services on all the international railways, the aeroplane is the most popular means of communication. The air-services to and from Zurich are usually taxed, some weeks in advance, to the utmost of their capacity in the furtherance of passengers and freight.

Air Communications. The project for the building of the intercontinental airport Switzerland in Zurich-Kloten has been completed and the Zurich Parliament has unanimously granted the necessary credit of 35 million francs for the development of this aerodrome for main traffic. The people of Zurich will, of course, have the opportunity of voting, at the beginning of May,

for or against this project. The result of this plebiscite, however, will probably be likewise in the affirmative, considering the enlightened attitude of the Zurich people.

There are today direct air-services from Zurich to the following European capitals:

Amsterdam,
Brussels,
London,
Malmo (Stockholm),
Paris
Prague.

As well as these, the Norwegian Airtransport Company D.N.L. and the Danish D.D.L. intend to introduce very soon a new air-service from Oslo via Copenhagen to Zurich, which should provide four times weekly in both directions the means of communication between the Scandinavian capitals mentioned and Zurich.

Land Communications with Sweden: Since the traffic conditions on the railways passing through Germany still seriously hinder the international train services, the Swedish Company "Linjebuss A.B." has announced a regular passenger service of motor buses between Sweden and Switzerland. Accordingly, from April 1st, special motor buses, accommodating 35 to 40 persons and completing the journey in $2\frac{1}{2}$ days, will ply every ten days between the South Swedish port of Helsingborg and Basle and in the opposite direction.

Art: In the Museum of Applied Art in Zurich the Exhibition "Old Glass Painting in Switzerland" provides a unique opportunity of admiring the precious treasures in stained-glass windows and coats of arms assembled there from all parts of Switzerland. The Exhibition has been an outstanding success.

Between the city of Zurich and the French town of Grenoble an exchange of works of art in their possession has been arranged, according to which the town of Grenoble will bring its art collection for exhibition in the Zurich Art Gallery in May, while, in the month of June, the art treasures belonging to the Zurich Museum of Art will travel to Grenoble, where the French public will be able to see them displayed.

At the same time official visits of the municipal authorities will be exchanged, which should promote an interchange of ideas and confirm the cultural relations between these two cities.

ZUM GRUSS AN MEINE LANDSLEUTE IN NEUSEELAND.

Liebe Schweizer in Neuseeland,

Nun sind es schon 3 Wochen her, dass einige freundliche Schweizer uns auf der alten "Trojan Star" im Hafen von Auckland ein herzliches "Grüezi" zuriefen. Wie hat uns das gut getan, nach nahezu 3 Monaten, die für uns eine Ewigkeit waren, wieder heimatliches zu vernehmen. Es war sicher nicht sehr gemütlich für die Aucklander Schweizer, mehrere Stunden im Regen zu warten, umsomehr hat es uns gefreut, nicht so hilflos den für uns neuen Erdteil betreten zu müssen.

Der Nachmittag in Auckland mit seiner Fahrt auf den Mt. Eden hat uns bestätigt, dass Neuseeland das halten wird, was wir uns erträumt haben. Wenn der Himmel auch bedeckt war, so hatten wir doch eine schöne Weitsicht über das hügelige Gebiet. Ein wahrhaftes Nachtessen hat uns dann für die Weiterfahrt gestärkt.

Eine letzte Nachtfahrt brachte uns nach Wellington, von dem wir gerade wussten, dass es "windy" ist. Dies zeigt, dass Beschreiber oft sehr ungenau sein können. Nicht dass es etwa keinen Wind hätte, aber Wellington und seine Einwohner präsentieren noch viele Eigenschaften, von denen uns nichts berichtet wurde.