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# CORRESPONDENCE.

E. S., B  thusy.—1. The address of the "Swiss House" is 34-35, Fitzroy Square, London, W. 1.

2. It would be wise to write beforehand to the Secretary of the Swiss House, stating the time of your arrival. This would probably ensure your being personally met at the station.

3. As regards addresses of English Schools of Domestic Economy and Horticulture, it would be necessary to let us know if you can speak enough English to follow the classes, as this would be essential before starting any training course. We think you might get the information you require by writing direct to the Reading University College, where both courses could be combined.

# SOCIAL AND PERSONAL.

Mr. Georges Rueff, of the Banca Commerciale Italiana, London Office, has sailed for the United States on a business trip.

# STOCK EXCHANGE PRICES.

BONDS.		Sep. 12th	Sep. 19th
Swiss Confederation 3% 1903	...	83.50%	82.85%
Swiss Confederation 9th Mob. Loan 5%	...	103.15%	103.85%
Federal Railways A—K 3½%	...	88.60%	87.80%
Canton Basle-Stadt 5½% 1921	...	106.50%	106.75%
Canton Fribourg 3% 1892...	...	79.15%	78.15%
Zurich (Stadt) 4% 1909	...	101.00%	101.10%
SHARES.		Nom. Sep. 12th	Sep. 19th
Swiss Bank Corporation	...	500	651
Cr��dit Suisse...	...	500	685
Union de Banques Suisses...	...	500	574
Fabrique Chimique ci-dev. Sandoz	...	1000	1592
Soci��t�� pour l'Industrie Chimique	...	1000	1250
C. F. Bally S.A.	...	1000	990
Fabrique de Machines Oerlikon...	...	500	622
Entreprises Sulzer	...	1000	752
S.A. Brown Boveri (new)	...	500	370
Nestl�� & Anglo-Swiss Condensed Milk Co.	...	400	192
Chocolats Suisses Peter-Cailler-K��hler...	...	100	114
Compagnie de Navig'n sur le Lac L��man	...	500	445

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# NOTES & GLEANINGS.

The discouraging conditions prevailing on the French railways in connection with the THROUGH SERVICE TO SWITZERLAND still form the subject of critical remarks in the correspondence columns of some of the daily papers. While these discomforts cannot but unfavourably influence the tourist traffic to Switzerland, no blame attaches to the Swiss Federal Railways, who are absolutely helpless in the matter, and perhaps the tourist will appreciate all the more the exemplary conditions obtaining on the latter system. The following extract from a letter to *The Times* (Sept. 14th) are the impressions of one who started his journey with some misgivings:—

"There are, indeed, many features in which travelling in Switzerland is now even pleasanter than before the war. For the purposes of the tourist the electrification of so large a proportion of the railways is a real boon, as any loss of speed is more than made up by the smooth running and the absence of dirt and smoke. The large and easily manipulated windows, the roomy luggage racks, the never-failing and always clean lavatory accommodation, the careful labelling of the carriages, and the courtesy of the conductors, all contribute to comfortable travelling.

The fares are fairly high, and the British or American traveller finds it difficult to smother his resentment at the absence of any allowance of free baggage. But the charges, no doubt, are due to war conditions; and it is an enormous convenience to be able to forward one's trunk, either by post or railway, to any part of Switzerland without railway ticket or other evidence of the traveller's own destination.

The new postal diligences are another great convenience. The hotel charges seem, on the whole, reasonable, and though unexpected (but relatively trifling) 'extras' sometimes appeared in the bill, I met practically no instances of overcharge or extortion. You can live for about a guinea a day in the very best Swiss hotels, and I often had full pension for 12s. or 13s. a day, with comforts that I could not hope to find anywhere else at the price. Cleanliness is, of yore, a pre-eminent Swiss virtue; and the honesty of the Swiss is almost meticulous."

\* \* \*

"GLORIOUS SWITZERLAND" is the title of an enthusiastic article in the *Bolton Journal* (Sept. 8th), describing in superlative terms the holiday trip of a party of 300. "Perhaps one of the most impressive things," the writer says, "is the silence of those vast and snowy heights—a silence broken by the murmur of distant falling waters, and the tinkle of the cow bells of grazing cattle on the nearer hills. The call of the mountain is in some way felt by all, and more than one of our party confessed to secret midnight perambulations to see the moonlit snow-fields. Whence is that impulse to touch and reach the top—the impulse which, in Switzerland alone, leads to many accidents and deaths each year. Is it one expression, implanted in every human heart, of some day reaching the highest and the best?"

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The unique advertisement which GENEVA enjoys by virtue of being the seat of the League of Nations will ere long enable it to lay claim to being the best-known city of the world. The correspondent of the *New Statesman* (Sept. 9th) deserves to be specially honoured by the Genevese town fathers for the painstaking way in which he describes the merits and traditions of their charge. His statements are a rejoinder to what has been—or will be—said to justify a removal of the seat of the League and refute in a most categorical fashion the unkind reflections published last year in one of the great London dailies from the pen of a "fair" contributor. Beginning with the gratifying remark that, if Switzerland had not existed, it would have had to be invented to provide a home for the League of Nations, the writer suggests that—