

Notes and gleanings

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HOME NEWS

In order to mitigate to some extent the losses incurred by farmers in the canton of Grisons through cattle disease, the Federal Council has allocated an amount of Frs. 200,000 for that purpose.

In the by-elections last Sunday at Schaffhausen, the communists succeeded in getting their candidates returned for the two vacant seats on the Grosse Rat and the Stadtrat: the seats were previously held by the farmers' party.

In consequence of a wages dispute, the staff of the "Ferrovie Regionali Ticinesi" consisting of 54 employees have gone out on strike. The Company, whose seat is in Domodossola, maintains a regular rail and tramway service along the Italo-Swiss frontier; the strikers' organisation has already arranged a temporary automobile service of its own.

Under the will of the late M. Jean Deposieux, who died recently at Villaz-St. Pierre (Fribourg), a number of local charitable institutions were left considerable sums, notably the "Fondation des Orphelins" which benefits to the amount of Frs. 100,000.

Supposed to have fallen asleep while driving his lorry home late in the evening, from Zurich, a foundry manager named Lohmüller from Marthalen, was found dead in the forest between Andelfingen and Flach, the lorry having turned over sideways into the road ditch, death being caused through the body crushing between the edge of the ditch and the driver's seat.

Through the premature discharge of a gun which was fired to celebrate a recent wedding, a farmer, Jacob Wullschlegler, from Rothrist (Aargau), was seriously injured; he has now died in the hospital at Zofingen.

The Moesa railway bridge between Castione and Bellinzona was the scene of a fatal accident last Friday afternoon (October 22nd), when, through a yet unexplained cause, the last two carriages of a passenger train were derailed, and dashed against the protective wall of the bridge. Two ladies from Lugano, Mrs. Maffei (the wife of a Ticinese aviator), and her sister, Miss Gianini, were killed on the spot, while a local business man, Mr. Colli, suffers from an injured shoulder.

Robbery is said to be the motive of a young labourer, Robert Waldvogel, who shot and seriously wounded Mr. L. Bloch Hild, a retired silk manufacturer, in his villa at Zurich. The assailant gained admission and an interview on the pretext of representing a detective agency which had discovered a plot on his life.

NOTES AND GLEANINGS.

How to Conquer Consumption.—The following review of a book just published is from the pen of Dr. C. W. Saleeby, and appeared in the *Daily News* (October 20th):—

Avoid fatigue. The toxins of fatigue will kill guinea-pigs, and they will help to kill you, if you are not careful. . . . Never take more exercise than your doctor prescribes.

Always keep your lungs as still as possible. The quieter you keep your lungs, the quicker they will heal. . . . Do not practise deep breathing.

The specialists can only give advice. The intelligent patient will follow his advice and get well, the unintelligent patient will follow his old habits to an early grave.

Cod liver oil has saved many a consumptive from the grave. You may not like it, but the germs like it even less, because it rebuilds your body and gives your defences new energy to fight and overcome the invaders. [Let me add that clever chemists can now give us the essence of cod liver oil in pleasant concentrated form.]

Never spit anywhere but into a sputum flask.

Do not smoke. . . . The man who asks you to have a drink is not your friend, but your worst enemy.

The title of this article is that of a new book* which I earnestly commend to all readers, those who have consumption, as many must have, those whose friends are afflicted, and those who wish to play their part in conquering this national scourge. This is not the place for a review in the ordinary sense, but I know that I cannot better use my space than in persuading the reader to study the most recent, simple, complete, practical, and useful book in existence on this subject, and so I begin this article with a few examples of the practical advice in the book.

The author is Mr. David Masters, who has studied the disease in many lands for many years, and he is introduced by a famous physician, Sir Bruce Bruce-Porter, who rightly assures us that the author is a master of his theme. For myself, I can only assure my readers that I have seen Mr. Masters at work studying the marvellous laboratories and results of M. Spahlinger, to which he devotes the best and most useful account yet published; and I have long first-hand knowledge of Leysin and of the pioneer work of my old teacher, Sir Robert Philip, of Edinburgh, the world-famous founder of the tuberculosis dispensary, and I know that Mr. Masters has, indeed, mastered these parts of his subject. Personally, I am indebted to him also for his valuable chapter on the new gold cure—a sad disappointment, I fear; and for much else which is new to me.

But here my concern is to point to this book as one which should be in the hands of patients and their friends. Not a day passes without my receiving inquiries, from all parts of the English-speaking world and often from the Continent, as to whether this or that treatment should be used, whether it is cheap or dear, where it is to be had, what prospects it offers, whether it can be carried out at home, and so on. The public ignorance is appalling. I can only answer that the doctor in charge is the responsible man who must be trusted, and then add such detailed answers as perchance I can.

In many instances busy doctors themselves cannot be fully informed about, say, sanocrysin and Leysin and M. Spahlinger and the various tuberculins (alas!) and so forth. Nowhere but in this book is the whole matter set forth for the immense service of hundreds of thousands of sufferers and their friends. If the public read it, as they must, and with intelligence, they will very soon be much better informed than any but the best experts in this disease—and I do not know one of those who has seen for himself so much as Mr. Masters.

Nowhere have I read (except perhaps in some American pamphlets) such clear, cogent, comprehensive advice to the consumptive, not only in respect of methods of treatment but in respect of his own personal way of life—an absolutely vital matter. Not even M. Spahlinger can avail—I have often heard him say so—if the patient persists, as many do, in playing the fool, and depriving himself of those "healing powers of Nature" which both Dr. Rollier and M. Spahlinger, by their vastly different methods, alike invoke. The old saying is true still, "No fool was ever cured of consumption." I plead with any reader concerned: Do not be a fool: read this book and act on it.

The cure of individuals is not the conquest of consumption. Mr. Masters sees beyond individual treatment. For instance, he wants us to tackle our tuberculous milk; he wants to control the spread of infection (see his chapter on the glorious work of Dr. Varrier-Jones at Papworth), and all who care for human life and happiness must thank him for his work, and wish it long service far and wide.

Swiss Gold Vein.

Several correspondents have sent me the following cutting from English dailies; one of them wishes to know whether and when the S.O. will arrange a special party so as to afford members of the London colony an opportunity to participate in the coming gold rush:—

In the Grisons canton of Switzerland several professors of mineralogy have been examining the gold-bearing ground discovered on Mount Calanda.

It was announced that a vein rich in gold had been found, and that its working will soon be started.

This particular region, which is situate only a few hours from Chur, has always been known to be auriferous, and mining was started on several occasions during the last century; however, the commercial results were so disappointing that further exploitation was abandoned.

During the last century; however, the commercial results were so disappointing that further exploitation was abandoned.

Swiss Flight to the Cape.

From the *Manchester Evening Chronicle* (October 11th):—

Three Swiss aviators are contemplating a scientific expedition by air to Capetown early next month. They intend to fly in a seaplane from Zurich across the Alps to Naples, Athens, Cairo, up the Nile to Khartoum and the Sudan to Lake Victoria, where they will make their headquarters for three months, during which time they intend to explore the Congo basin, the equatorial highlands of Kilimanjaro, and the Kenya Range.

Finally the aerial explorers will fly over the Tanganyika and Nyassa Lakes and via Zambesi to Capetown. The expedition is being carried out purely in the interests of science and was decided upon after Sir Alan Cobham's feat of flying to the Cape and back. The party will consist of a biologist, an author, and a pilot, who is a well-known Swiss scientist.

The pilot, who in the above article is described as a well-known Swiss scientist, is Lieut. Mittelholzer, our foremost aviator. Amongst the objects of the expedition is the photographing of little-known tribes in the interior of Africa and of animal life in the jungles, for which purpose a cinematographic apparatus is being carried capable of filming at a height of 1,000 metres. Thanks to the encouragement and help of the British Government, the expedition is enjoying practically the same facilities as Sir Alan Cobham in his epic flight through the Dark Continent.

Hockey in Switzerland.

According to the *Daily Express* (October 15th) we may expect next spring a visit from the Zurich Grasshopper Club, who were, a few years ago, so singularly unlucky in their endeavours to obtain distinction at the Henley Regatta:—

Hockey is booming in Switzerland. The game has made great strides there during the past few years. The Swiss Hockey Federation was formed only eight years ago, and began with four clubs, but now more than twenty clubs are affiliated, the majority fielding two, and even three, teams.

The Swiss are very keen on the game, and have some excellent players, but they are desirous of studying the methods of prominent English exponents, whom they consider the best hockey players in the world. With this object in view, M. A. Bé Cavin, who has umpired several international games on the Continent, is making a prolonged visit to England.

M. Bé Cavin has been elected to the Southern Counties Umpires' Association, and will probably assist in the control of several important games, but he will, no doubt, have an easier task than at home. There are two umpires to each game here, whereas in Switzerland one man officiates in that capacity.

There is every probability of the Swiss champions, the Grasshopper Club, of Zurich, playing in the Folkstone tournament next Easter, and later it is hoped to make arrangements for an English team to visit Switzerland.

The Swiss Federal Railways.

A very comprehensive and at the same time compact survey of the way in which our railways are managed is contained in the October issue of the *Railway Service Journal*. The article offers perhaps somewhat dry reading, but it deals with a subject with which we are not very familiar over here, though we ought to be. We do not, of course, subscribe to all the conclusions of the writer, especially when he singles out the "Socialists as caring, above all things, for efficiency":—

While many of the smaller railways in mountainous districts are privately owned, public authorities intervene in various ways. Thus, the Canton of the Grisons and the Swiss Confederation, are now the principal shareholders and exercise a preponderating influence in the Rhaetian Railway; the chief shareholders in the Coire-Arosa Railway are the Canton of the Grisons and the communes of Coire and Arosa; and public authorities have participated in the construction of the new mountain railway, Furka-Oberalp.

Please reserve FRIDAY, NOVEMBER 26th,
for the BANQUET and BALL of the
CITY SWISS CLUB.

* "How to Conquer Consumption," by David Masters, with introduction by Sir Bruce Bruce-Porter, K.B.E., C.M.G. John Lane. The Bodley Head, Ltd. 5s.

running from Gletsch to Andermatt and Disentis, and linking up these with Brig.

The State railways, themselves, are regulated by the Act of February 1st, 1923, and the Decree of October 9th, 1923. Those purchased or constructed by it, according to these, are administered on "commercial principles, while safeguarding the interests of the national economy." "Management is in the hands of a federal administration, autonomous within fixed limits; the various services have independence as complete as possible, and control is reduced to what is compatible with economic and well-ordered management."

The Act attributed the following functions to the Federal Assembly:—

To legislate on general principles concerning tariffs, and on salaries and wages; to approve the budget, annual accounts and the report of the management; to authorise the Federal Council to contract necessary loans.

The Federal Council exercises the main supervision, it gives such instructions as it deems useful in the country's interest; its functions are:

To represent the Federal railways in the Federal Assembly; it appoints:—

(a) The president, vice-president, and members of the administrative council.

(b) The president of the "general direction," and the general and district directors.

(c) Six members of each of the District Councils; it issues loans in consultation with the Administrative Council; it approves general plans for the construction of new lines, plans for works whose estimate exceeds three million francs, and other undertakings, such as electrical installations, connected with public railways when Federal and Cantonal authorities do not reach agreements; time-tables; contracts for the leasing and exploitation of railways; regulation and technical bases of staff insurance; the regulation of renewal funds.

The Federal Council fulfils its duties through the Department of Railways which submits proposals to it, and which can demand all necessary help and information from the chief directors; one of its main duties is to link up railway administration with that of the postal, telegraphic and telephonic services.

The organs of administration are threefold: (1) The administrative council; (2) the management, and (3) the district councils.

(1) Is composed of a president, vice-president and thirteen members, comprising at least one member from each district council. This is the general supervisory body; it gives its advice to the parliamentary bodies on all railway matters discussed; it prepares the budget, examines annual accounts and reports, ratifies all important contracts, advises the Federal Council on the appointments made by it, and nominates divisional chiefs of the general management. It approves all regulations made by general, district and divisional authorities, and elaborates regulations on wages and salaries and staff matters and the principles governing tariffs. It meets regularly every two months; its sittings are private, but general and district directors participate in a consultative capacity, with the right to make proposals; decisions can be taken only if the majority of the members is present. The Federal Council fixes the payments to the President and members, who hold office for three years.

(2) Comprises the general and district managements. The former is composed of a president and two general directors nominated as above, though the Federal Council is not bound by the Administrative Council's advice; these hold office for six years. This is the supreme directorate apart from specific functions attributed to the Administrative Council and district managements; it appoints its staff, in consultation with the latter and the divisional heads of districts. All important decisions are taken by it. It functions through thirteen divisions, for various services, at the head of each of which is an officer, appointed by the Administrative Council, who, within the prescribed limits, instructs district divisions. General control is divided between the three managing directors, but certain decisions can only be taken by the body as a whole. Weekly, or more frequent sittings are held. As much independence as possible is given to general and divisional chiefs. The Federal railways are divided, for administrative purposes, into three districts, which, however, must exercise no influence on the employment of staff and the utilisation and installation of the material of exploitation. They are, roughly, Geneva, Lausanne, Neuchâtel, Berne; Basel, Lucerne, Interlaken, Bellinzona; and Zurich, Constance and the Grisons. For each of these there is a district management, which represents the Federal railways in its area; direct, within limits, local operation and finance; deals with all staff matters, except divisional chiefs; supplies the public with information on tariffs, and reports to the general management on projects for new works. The general directors exercise a unifying control over the system as a whole; national divisional heads must be consulted on specific staff and other matters, such as promotions, large contracts, etc. Each divisional director is appointed by the Federal

Council, for a period of six years; he is assisted by three divisional chiefs, appointed by the general management, one for each of the divisions into which the district's work is divided. The general management holds a monthly conference of district directors.

(3) A district council is instituted in each district, comprising 20 to 25 members, six of whom must be nominated by the Federal Council, and the others by the cantons. The Federal Council sees that, in its nominations, agriculture, trade, industry and commerce, as well as the staff, are represented in each council—which is elected for three years. These councils give their advice, as invited by the Federal Council, a Cantonal government, the Administrative Council, the general directorate, the organised representatives of agriculture, commerce, industry, arts and crafts, or other associations for economic purposes, or by their own members, on general questions of construction, exploitation, commerce and finance, including times and tariffs; formulate demands for new undertakings, and give opinions on district budgets and accounts. Regular joint sittings of the three district councils are held, under the presidency of the chief of the Federal Railway Department, and in the presence of the members of the Administrative Council, general and district directors. Monetary allowances are paid to members of district councils.

Federal Railway accounts are entirely separated from those of the Federal administration generally. Interest and debt amortisation charges are placed against the Federal Railways account. Amortisation of all initial capital charges must take place within 100 years from 1903, or, in the case of lines bought subsequently, from the date of their nationalisation. New construction account expenses each year must be amortised, likewise, within a similar period. A renewals' fund is established for important works. Excess receipts must go first to interest and sinking fund charges. Provision is made for a reserve fund.

This system, adopted by the Swiss Confederation, known on the continent as a "régie," is in harmony with recent railway development. Despite the advantages of the earlier forms of State railways over private exploitation, experience has shown, everywhere, the danger of bureaucratically controlled railways and of political interference, and, naturally enough, Socialists, caring above all things for efficiency, recently have been careful to state clearly their ideas about State-owned railways. In Sweden, France, Holland, Germany and Belgium, leading Socialist and Trade Union organisations have set up commissions which have issued reports advocating the "industrialisation" of State undertakings. While recent railway changes in Germany, Austria and Belgium have been dictated mainly by the necessities of high finance, the urgent need for concentrating control in a few, largely independent technical experts, possessing freedom to initiate, is being recognised.

I tried to elicit the opinions of representative Swiss railway men and business men, just recently, as to the success of the present system. The general impression is that while the ideas in the 1923 Act were good, politicians still have too much power, for example, the influence of the former group is very strong, they act like brakes on initiative; talkers are not, *ipso facto*, good railway administrators; technicians should be the real directors. Nevertheless, there have been great achievements, and the railway workers support the present system against its critics. This is clearly indicated in the leading article in "Der Eisenbahner" (the organ of the Swiss Railwaymen's Union) of the 11th September: "Staats- oder Privatbahnbetrieb?" As servants of the State the Swiss railway workers have a dignity greater even than the very highly-developed professional consciousness of the members of the R.C.A.!

The Swiss Federal Railways never have been in real financial difficulties; the State has not had to render assistance as elsewhere. It is true that losses came as a result of the war, and the subsequent competition with countries with depreciated currencies; but this situation has been tackled without increasing, and in many cases, even with a reduction in rates. A public service can be run with a view of fitting in with the whole national economy. Last year the annual report showed a large reduction in the total excess profits as compared with 1924, but critics willfully omit to point out that passenger receipts steadily have increased (1924, 132,450,507 fr.; 1925, 139,564,246 fr.), and the loss is due mainly to a reduction in goods charges.

Further, enormous sums have been expended on electrification, at a time when money was dear, in the interest of the country's future economic well being; travellers in Switzerland know what marvellous results have accrued. Then, the cost of maintaining the tracks in good repair is unusually heavy in a mountainous country, and where, in many places, the peak period for receipts is so short. Such expenditure has also relieved unemployment.

The State railways recently have suffered from the competition of private auto-cars; particularly, I was informed, by the Head Officer of the Federal Railways' Commercial and Publicity Department in Berne, in regard to goods. Therefore the management, in order to reduce the cost to the trader and the consumer, and to protect its own railways, is about to institute a system of State cars, by means of a private company, with the government owning the bulk of the shares.

There is no effective demand in Switzerland for the restoration of private ownership and control. But there is, rightly, a desire to improve the well-trying State system, wherever possible; an elastic system always will allow for this.

Der SCHWEIZER PESTALOZZI-KALENDER

Gedenkausgabe 1927.

Pestalozzi-Verlag Kaiser & Co. A.G., Bern.

Im kommenden Jahre wird der Name des grossen Schweizer Erziehers und Wohltäters, J. H. Pestalozzi, in aller Mund sein. In der Schweiz und im Auslande sind Vorbereitungen im Gange, um den 100. Todestag des Menschenfreundes (17. Februar 1927) würdig zu begehen. Nicht in Trauer um einen Dahingeshiedenen, sondern in Ehrfurcht und freudiger Dankbarkeit wird die Menschheit jenes Mannes gedenken, der vor 100 Jahren wohl aus einem mühevollen Leben schied, dessen Saat aber aufgegangen ist zum Segen der Jugend, und dessen Geist heute noch leitend und fördernd unter uns wirkt.

Gleichsam ein Körnchen aus Pestalozzis reicher Saat, kam vor 20 Jahren erstmals der Schweizer Pestalozzi-Kalender heraus. Indem er die Erziehungsgrundsätze des Meisters als Leitstern und Wegweiser wählte, wurde er rasch zum verbreitetsten Schweizer Jugendbuch. Von Eltern und Erziehern gleich hochgeschätzt, ist der Pestalozzi-Kalender zum erklärten Liebling der Schweizerjugend geworden. Er erscheint heute in drei Landessprachen und hat seit Jahren auch zu den jungen Auslandschweizern in der Welt draussen seinen Weg gefunden. Wie wir vernehmen, wird es dank der sogenannten Pestalozzi-Spende des Auslandschweizer-Sekretariates auch dies Jahr möglich sein, mehrere Tausend Exemplare zu verbilligtem Preis oder gratis an die Schweizer Kolonien abzugeben. So ist der Pestalozzi-Kalender heute ein wichtiges Bindeglied der gesamten, die Heimat liebenden Schweizerjugend.

In Anerkennung seines erzieherischen Wertes hat der Pestalozzi-Kalender, wie man weiss, auch bei der fremdlandischen Jungmannschaft Eingang und Verbreitung gefunden. Der soeben erschienene Jahrgang 1927 ist eine besonders reich ausgestattete Spezialausgabe zum Pestalozzi-Gedenkjahr und zum 20. Kalendergeburtstag. Es ist erstaunlich, was dieser Jugendalmanach auf 350 Seiten in zwei geschmackvollen Bändchen darbietet. Neben einem reizvoll aufgelauchten Kalendarium 50 authentische Bildnisse berühmter Männer mit knappen, sorgfältig redigierten Lebensgeschichten, eine Fülle aufschlussreicher Tabellen, sodann ein Schatz von vielen Hundert interessanten Bildern und fesselnden Schilderungen aus allen Wissensgebieten. Kunst und Kunstgeschichte, Lebensweisheit und Herzensbildung kommen in Bild und Wort zur Geltung. Dass anregende und unterhaltsame Kapitel, wie Sport, Kurzweil und zu eigenem Gestalten reizende Wettbewerbe nicht fehlen, versteht sich. Dies alles und noch Vieles dazu, das unsere Buben und Mädchen interessiert und das ihnen hilft, in der Welt vorwärtszukommen, wird in anziehendster und anschaulichster Form dargeboten. Man darf sich freuen, dass dieses Buch immer mehr auch zum treuen Begleiter der jungen Auslandschweizer wird. Der erstaunlich billige Preis erlaubt es jedermann, seinen Kindern und jungen Freunden einen Pestalozzi-Kalender zu schenken. Möge er bald im fernsten Schweizerhause zu finden sein.

QUOTATIONS from the SWISS STOCK EXCHANGES.

BONDS.		Oct. 19	Oct. 26	
Confederation 3% 1903	...	79.75	79.85	
" 5% 1917, VIII Mob. Ln	...	101.60	101.60	
Federal Railways 3½% A—K	...	83.97	83.50	
" " 1924 IV Elect. Ln.	...	101.50	100.50	
SHARES.		Nom.	Oct. 19	Oct. 26
Swiss Bank Corporation	...	Fr.	Fr.	Fr.
Credit Suisse	...	500	785	776
Union de Banques Suisses	...	500	823	805
Société pour l'Industrie Chimique	...	500	665	667
Fabrique Chimique ci-dev. Sandoz	...	1000	2385	2373
Soc. Ind. pour la Schappe	...	1000	3875	3825
S.A. Brown Boveri	...	1000	2650	2610
C. F. Bally	...	350	497	507
Nestlé & Anglo-Swiss Cond. Mk. Co.	...	1000	1230	1240
Entreprises Sulzer	...	500	546	552
Comp. de Navig. sur le Lac Léman	...	1000	972	987
Linoleum A.G. Giubiasco	...	500	545	525
Maschinenfabrik Oerlikon	...	100	94	85
	...	500	780	840

MISCELLANEOUS ADVERTISEMENTS

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