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HOME NEWS

special commission is to be created in order to study ways and means of preventing the growing depopu-lation of our mountain valleys.

The fusion of the town of Geneva, for administrative purposes, with some of the outlying districts of the Canton, i.e., Plainpalais, Eaux-Vives and Petit Saconnex, has been agreed to in principle by the different Councils. The Grand Council has decreed a ten per cent. reduction of the salaries of civil servants for the next three years, and further decided that university lecturers and professors with fixed full-time emoluments should suffer a corresponding reduction where they derive additional income from outside activity.

In the elections for the Municipal Council of Zug last Sunday, the Liberal party captured a seat from the Conservatives, they holding two mandates each, the remaining one being retained by the

A special tax is under discussion in St. Gall, which affects people who obtain their living in the Canton, but permanently reside across the frontier; it is directed specially against workmen regularly entering from the Vorarlberg and finding employment in the many factories of the Rhine valley.

Subject to the approval of the Basle Grosse Rat, the subsidy to the municipal theatre is to be increased by Frs. 50,000 to Frs. 400,000.

is stated officially that M. Henri Martin, Conseiller de Légation, who has been on a special mission to Angora (Turkey), is shortly returning to Switzerland on leave, when he will personally report to the Federal Council on the state of the negotiations in progress.

At a meeting of the Swiss Association for Female Suffrage held at Berne, it was decided to intensify the propaganda for extending the right of voting in all Federal and Cantonal matters to

In a motor accident caused through bad vision in foggy weather, on the road from Lausanne to Geneva, a bank clerk, Erwin Braendli, aged 44, lost his life. The car was driven by M. Devegney, a Geneva business man, who along with the other occupants suffered serious injuries.

Dazzling headlights of a car coming in the opposite direction are stated to be the cause of another fatal accident on the road between Schlieren and Altstetten (Zurich), when Frau Fanny Gygax-Steinmann from Altstetten, who was wheeling her baby in a perambulator, was run into; mother and child died subsequently in the local hospital. The driver of the offending car, Mr. Voser, from Neuenhof, has been placed under arrest.

EXTRACTS FROM SWISS PAPERS.

Nos Tireurs.—Les tireurs Lienhard, Zimmermann, Reich, Hartmann, Braissant, Pelli, Schweizer, Kuchen, Pfleiderer, Tellenbach, Herzog et Steffen out pris part au 3me match d'entraînement pour le match international de tir de Rome, qui s'est disputé à Lucerne entre les matcheurs suisses. Lienhard a réalisé le plus grand nombre de points en totalisant 1090 points. La moyenne des cinq meil-leurs résultats s'est élevée à 1082, 6 points soit cinq points de plus que le chiffre record du match international de tir de St-Gall de l'année dernière, L'organisation du tir de Lucerne avait été confiée au major Keller, directeur de la fabrique fédérale de Fribourgeois.

Hochwasser.—Im St. Galler Oberland fand infolge der Föhnperiode und des Regenfalls eine starke Schneeschmelze statt, wodurch grosse Wassermengen zutal befördert wurden. Dies hatte ein heftiges Anschwellen des Rheins zur Folge, Die gewaltigen, schmutziggelben Wassermassen führten eine Unmenge Holzes mit sich, das von den Anwohnern mit Freuden erbeutet wurde. Es ell m etwa 200 Fuder auf diese Weise gewonnen worden sein. In Buchs stieg der Rheinwasserspiegel innert einer Stunde um zwei Meter, und das Wasser

berührte das Brückenniveau der Bahn und Strasse. Am Montag wurde bei 9,8 Metern Pegelstand das Maximum erreicht. Seither senkt sich der Was-Maximum erreicht. Setther senkt sich der Wassernspiegel wieder langsam. Durch die Wassermassen wurde der werdenbergische Binnenkanal bei seiner Einmündung zwischen Salez und Rüte gestaut und eine weite Uferstrecke überschwemmt. Da die Felder sehon abgeerntet sind, entstand kein Schaden. Beim Rheindurchstich stand der Spiegel 16 Meter über dem Bodensee, eine Höhe, die seit der Oeffnung des obern Rheindurchstiches nie erreicht worden ist. Bei Sargans geriet infolge des Wasserdruckes vom Rhein her das Gebiet vom Bahnhof bis gegen den Ort unter Wasser und bildete einen grossen See. In einem Stall stand das Vieh tief im Wasser.

 $Entlebucher\ Escholzmatt.$

Merkwürdige Gasvergiftung.—Der 40 Jahre alte ledige Charles Rietlin aus Basel war auf Ende der vergangenen Woche nach Zürich gereist, um am Montag eine Stelle anzutreten. Er hatte an der Seidengasse ein Zimmer gemietet, in dem er in der Nacht vom Sonntag auf den Montag zum erstenmal logierte. Am Morgen fand man ihn tot im Bette logierte. Am Morgen fand man ihn tot im Bette auf. Während man zuerst an Cyankalivergiftung glaubte, hatte ein Sektion der Leiche ergeben, dass es sich um eine Kohlenoxydvergiftung handelt. Offenbar hatte dabei der Föhn eine Rolle gespielt. Die Untersuchung ist daran, festzustellen, ob das Gas aus dem Kamin ausgeströmt ist, obwohl einige Tage vorher nicht geheizt worden war.

Basler Arbeiter-Zeitung.

Aufmunterung und Trost.—Der Bundesrat schiekte einem Bauern in Sisikon (Uri) ein Hundertfrankengoldstück, als der glückliche Vater seinen zehuten Buben bekommen hatte.

Burgdorfer Taablatt.

NOTES AND GLEANINGS.

Trade conditions in general both here and in Switzerland are far from satisfactory, though the causes are, of course, different in the two countries. This is what *The Times* (November 6th) says about the "Board of Trade returns" in Switzerland.

During the first nine months of this year, the value of Swiss imports reached £71,248,020, as against £74,968,020 during the corresponding period of 1925—a drop of £3,720,000. It is rather alarming to note that this decrease is mainly due to a decline in the importation of raw materials and fuel which indicates that the face materials and fuel, which indicates that the factories have few orders and are not working full time. The value of exports totalled £52,782,744, compared with £62,262,744 in 1925—a drop of

compared with £62,262,744 in 1925—a drop of nearly 15 per cent.

There has been a slight improvement since the beginning of the year, but the monthly average value of exports was £5,864,651 this year, as against £6,795,811 in 1925—even lower than during the economic crisis of 1922 and 1923. Nearly all export items show a decrease on the previous year, greatly to the concern of the industrialists, as they see no hope of improvement before next year, when the new trade agreement with Germany will probably result in an increase of Swiss exports to that country.

of Swiss exports to that country.

The share of Great Britain in Switzerland's foreign trade was decidedly less this year than last. The monthly average of imports from Great Britain—which was £926,558 last year— Great Britain—which was £926,588 last year—was £502,523 for the period January-September, 1926, and that of exports to Great Britain—which was £1,386,400 last year—was only £950,249 in 1926. The decrease in imports is mainly due to the fact that, owing to the drop in the Paris and Brussels franc and the lira, Swiss trades food it more profitable to buy their prothe Paris and Brussels franc and the Ira, Swiss traders find it more profitable to buy their products in France, Italy, and Belgium. As to exports, it should be remembered that last year was a "record" year and that there was a boom during the months which preceded the re-application of the McKenna duties; these duties certainly account for the drop in this year's Swiss exports to Great Britain to Great Britain.

The Winter Season.

Whoever is responsible for the inflated articles appearing in some of the English dailies, singing the praise of the Swiss winter season, may be an unflinching optimist, but he is certainly a bad salesman. The following from the Westminster Gazette (November 10th) is a typical example. The italics are ours and hardly call for serious comment, the more so as we do not wish to spoil the fantastic picture:

"The Alps should not be made to resemble Ken Wood after August Bank Holiday. Even

if orange peel, etc., is buried, the first thaw will reveal the crime."

reveal the crime."

This is one of the "Don'ts" contained in an amusing Winter Sports booklet, issued for the sixth year by a well-known sports firm.

The Swiss season for Winter Sports promises

to be phenomenal this year.

Train accommodation to popular resorts was booked up by August last until the end of January, and hotels are now announcing that they have no more rooms till late in February. Parties

have no more rooms till late in February. Parties of school-children form a large proportion of Winter Sports devotees this year.

Clothes for Winter Sports become each year more elaborate and complicated.

All-leather outfits in emerald green, cherry-red, Dutch blue and purple, lined with silk, and fitted either with pleated skirts for skating or breeches for ski-ing, are the latest novelties for women. To wear with them are waterproof beret tams, scarves of wool or gaberdine, skating and ski-ing boots, puttees, pull-overs, and special stockings of goats' hair.

of goats' hair.

The latest outfit for a Winter Sports holiday in Switzerland is so varied that it will easily fill a

large trunk.

Black is the latest colour favourite for winter

Black is the latest colour favourite for winter sports outfits, as it shows up so well against the snow, and all the accessories, gloves, socks, "gouties" (snow-boots), caps, and scarves are in some brilliant colour.

The minimum inclusive expense this year is given as £50 for three weeks' winter sports, but many people are going to Norway and Sweden, the Pyrenees, and the Dolomites now that the Swiss resorts are so overcrowded.

Whilst on the subject of winter sports, budding ski champions will, no doubt, flock to the new indoor school, and the reported discovery of a chemical substitute for snow will presumably help to relieve the congestion on the Swiss Federal Railways and on the tops and peaks of our Alps so much in evidence at present, according to the previous reporter. The following article, entitled **Ski-ing in London**, is taken from the *Daily Mail* (November 8th).— (November 8th) :-

It is now possible to ski in the heart of London. A chemical substitute for snow has been discovered, and Miss June Boland, a novelist who is an ardent skier, has established an indoor

who is all druent safet, has established.

"I have spent the last eight winters in Switzerland," Miss Boland told a Daily Mail representative, "and have always been very much impressed by the pitiful exhibitions made by enthurisative heliday-makers with only a fortnight or siastic holiday-makers with only a fortnight or so to spare. If they are beginners they spend most of the holiday on their backs, learning the rudiments of a sport which in itself is absolutely delightful.

"Indoor ski schools, known as Trockene Ski-Schule,' appeared on the Continent some years ago. My school, however, will go further than these, which were merely devoted to rather dull exercises preparatory to ski-ing. Helped by dull exercises preparatory to ski-ing. Helped by my snow substitute and a short run, and under conditions as nearly as possible like those in Switzerland, pupils will actually learn to ski. I have engaged professional instructors. I shall provide skis and make it possible for people who have never practised on actual snow to venture with confidence on the nursery slopes at St. Moritz or elsewhere.

"Advanced skiers will also be provided with a place for practice before going out for the

Motoring in Switzerland.

An interesting correspondence on this subject has been going on in the *Autocar*, and our Legation has found it necessary to rectify some unfriendly assertions broadcast with reference to conditions prevailing in the Grisons. The issue of November 5th of the afore-mentioned journal contains the following rejoinder:

Mr. Borsinger's indignation at the mere sug-MI. Dotsinger's indignation at the mere suggestion that the speed limits in his country are enforced is rather amusing. I take it that these limits were fixed when the referendum was passed less than two years ago, and were devised to meet the strong local opposition to cars of any kind. I fancy the referendum would not have been passed without the understanding that these been passed without the understanding that these limits were to be insisted on. The peasants would not have allowed it, and the peasants are seeing that it is carried out. In spite of Mr. Borsinger and his "semi-official federal institution," anyone who exceeds these speed limits does

so at his own peril, as I found to my cost. I so at his own peril, as I found to my con-have driven cars in several countries, but have never been in a locality where speed limits were as rigorously enforced as in the Grisons. It is idle to pretend that a country which has excluded motor cars for twenty years has sud-

excluded motor cars for twenty years has sud-denly become a motorists' paradise. Strong-nerved people with plenty of time may gain a fresh sensation there, but the general public know that France and Italy offer far superior attractions at less cost, and have a friendly toler-ation conspicuously lacking in this Germanised district. They will, like myself, leave Switzer-land to do her own pioneering.

Talking of speed limits, I unblushingly submit to the remarks made; their strict enforcement must be guided by common sense and the exigencies of the situation—a line of action generously pursued by the responsible local authorities in this country. As regards motoring in Switzerland, I have no per-sonal experience, but those friends of mine who have been touring at home are unanimous in their opinion that the vexatious restrictions, controls and opmion that the vexations restrictions, controls and examinations of papers in passing from one canton or even one district into another are sufficient to mar an otherwise enjoyable holiday trip. However, in spite of these imperfections, official figures prove the growing popularity of Switzerland as a touring ground, the number of cars temporarily imported in connection with tourist traffic being: for 1913, 10,542; 1919, 929; 1920, 3,389; 1921, 5,116; 1922, 7,284; 1923, 10,131; 1924, 21,916; 1925, 36,380; for nine months to September, 1926, 44,131.

Millionaires in Switzerland.

The following little tit-bit has recently made the round of the English dailies:—

According to official statistics there are 1,268 millionaires in Switzerland—185 at Geneva, 300 at Zurich, and 178 at Basle.

which a correspondent in the Western Daily Press (November 6th) rightly explains as meaning Swiss francs, or owners of £40,000 upwards, adding:—

Before the war, when last in Geneva, I was told that there were about 200 millionaires in that town, and as many, or more, in Zurich, Berne and Basle. Probably there were not more than one or two towns in England of no greater population. lation than Geneva (say, 120,000) which had 200 persons worth £40,000; but possibly half-a-dozen persons worth 240,000; but possibly half-a-dozen English towns each had as many millionaires in pounds as the whole of Switzerland could show.

Thanks partly to her "educational ladder," to the high general intellectual level of the Swiss

people, and to the hard work of all sections of the community, the distribution of wealth in Switzerland was always more satisfactory than in our own country. For some years before the in our own country. For some years before the war, the Swiss nation was showing signs of considerable prosperity.

Not very long ago, I believe, Basle took first honours in this respect and was then thought to be one of the richest cities in Europe, relatively speak-ing, but I suppose the large number of Balois, who, during the present generation, have left their ancestral homes and transferred their fortunes to London, is responsible for this retrograde movement!

A Great Patriot.

The following obituary notice appeared in the Daily Telegraph (November 4th):—
Zurich, and for that matter, all Switzerland,

Zurich, and for that matter, all Switzerland, to-day paid homage to the memory of Samuel Zurlinden, the Swiss patriot and historian, who passed away at the age of 66, and was laid to rest in Zurich Cemetery. Zurlinden, who, prior to 1914, was editor of the Zuercher Freitags Zeitung, came prominently before the public in August, 1914, as champion of the Allied cause. As a result of his strong opinions in favour of the Allies, the owners of the paper let it die rather than allow Zurlinden to unbold the Allied. the Allies, the owners of the paper let it die rather than allow Zurlinden to uphold the Allied cause through its medium. For a time he was literally boycotted by all the German-Swiss papers, with the exception of the Neue Zuercher Zeitung, which still allowed him to contribute to its columns. Throughout the Great War he championed the cause of Great Britain, and always told his compatriots that as long as the British Empire existed there would be no chance of militarist rule in Europe. Zurlinden published Empire existed there would be no chance of militarist rule in Europe. Zurlinden published, during the war, two volumes on the world conflict from the Swiss standpoint. Together with the late Carl Spitteler, he did much to educate the Swiss people to think independently, and not just as certain neighbouring countries wished them to think.

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FINANCIAL AND COMMERCIAL NEWS FROM SWITZERLAND.

The collected returns of revenue and expenditure from the various Swiss Cantons for 1925 are now from the various Swiss Cantons for 1925 are now available in tabular form, and can, on the whole, be considered most satisfactory, as showing a further advance towards restoration of complete financial equilibrium. The aggregate deficit shown by the twenty-five Cantons has now been reduced to Frs. 4,700,000 as compared with 8 millions in 1924 and a figure of over 70 millions in 1919. Ten Cantons show a deficit, the most serious among these being that returned by the Canton of Geneva, where expenditure exceeded revenue by over six millions. being that returned by the Canton of Geneva, where expenditure exceeded revenue by over six millions. This is indeed a considerable improvement on the 16 million franc deficit shown in 1921, but the accounts are still far from balancing, and the recent action of the people of Geneva in turning down a proposal to increase taxation has made the situation of the Exchequer still more difficult. The Canton of Baslc-Ville, on the other hand, can look with satisfaction on a surplus of more than three million francs. The most recent Rulletin multished by the Swiss The most recent Bulletin published by the Swiss Bank Corporation reproduces some interesting tables illustrative of the course of Cantonal finance over a long period of years.

The Swiss Federal Railways have budgetted for net working expenditure of Frs. 270,996,670 for the year 1927, and in presenting these figures the directors have made the interesting calculation that expenditure would have been more than 19 million francs larger had the lines been entirely operated by steam traction. On the other side, revenue would have been 13 million francs less, this being the gross return received from the power stations during the year. While the budget foresees a surplus of revenue year. While the budget foresees a surplus of revenue of Frs. 119,667,930 for the year, it is pointed out that, were there no electrification, the surplus would be reduced to Frs. 32,000,000. In view of the bad traffics experienced in the months of August and September this year, it is felt that the budget may be too optimistic.

Following the success of the original issue of preference shares of the Belgian National Railways Company in the Swiss market, it is now announced that the underwriting syndicate headed by the Swiss Bank Corporation in Basle, have taken up a further 105,000 of these shares. This brings the total of these shares placed in Switzerland to 550,000.

The Swiss Federal Railways have of late been financing their requirements for electrification, and to meet the expected deficit for 1926 by the issue of bills. By the end of the present year, the outstanding amount of these bills will reach the limit of 50 million francs fixed by the National Bank for their discounts. The Railways must therefore arrange to consolidate their floating debt by the issue of a new loan.

QUOTATIONS from the SWISS STOCK EXCHANGES.

Nov. 9

Confederation 3% 1903			80.25 101.62	
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SHARES.	Nom	Nov. 9		
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Swiss Bank Corporation	500	781	778	
Crédit Suisse	500	805	805	
Crédit Suisse Union de Banques Suisses	500	665	662	
Société pour l'Industrie Chimique	1000	2555	2575	
Fabrique Chimique ci-dev Sandoz	1000	3995	4025	
Soc. Ind. pour la Schappe	1000	2742	2810	
S.A. Brown Boyeri	350	504	501	
S.A. Brown Boveri C. F. Bally	1000	1169	1180	
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Comp. de Navig'n sur le Lac Léman		545	540	
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Maschinenfabrik Oerlikon	500	825	940	

100,000 Schweizerkinder in Heimat und Fremde freuen sich auf ihr liebstes Weihnachtsgeschenk: den Pestalozzikalender. Wer Buben und Mädchen beglücken will, denke darüber nach, wo überall seine jungen Freunde wohnen und schicke ihnen den neuen Pestalozzikalender. Zum Pestalozzi-Gedenkjahr 1927 ist das erzieherisch wertvolle Buch als prächtig ausgestattete Spezialausgabe erschienen.

Verlag: KAISER & CO., A.G., BERN.

SWISS ECONOMIC CONDITIONS.

The Rapport sur le Commerce et l'Industrie de la Suisse, issued yearly by the Committee of the "Union Suisse du Commerce et de l'Industrie, has just been published for 1925. The first part of this report contains statistical data regarding economic conditions in Switzerland (factories, wages, cost of living, banking, insurance, transport, export, &c.). The second part contains articles on the various branches of Swiss trade and industry. Each chapter gives figures regarding export and the various branches of Swiss trade and industry, Each chapter gives figures regarding export and import, in values and quantities, of the articles dealt with. The report, which contains 372 pages can be obtained from the secretary of the "Union Suisse du Commerce et de l'Industrie," 17, Börsenstrasse, Zürich: two editions are published, one in German and one in French, and the price is nine Swigs frage alles protestes. Swiss francs plus postage.

Among the many interesting tables we notice one which gives the number of Swiss residing abroad in the various countries; the total is stated to be 310,460 at the end of 1925. The largest colony is the one in France with 114,350, then follows Germany and Italy, England taking fourth



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