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For instance, there is at Lausanne an admirable college the sole purpose of which is to train

young men in all the details and branches of the hotel-keeper's business. And those who intend to devote themselves to this work spare no pains, begin at the bottom, go through all the grades, and spend long periods in Paris, London, Italy, Germany, learning the languages likely to be required and the idiosyncrasies of the various nations from which Switzerland's visitors come.

But this high efficiency is noticeable not in one direction alone, but everywhere. To take one small but important point. The punctuality of the trains is astonishing; and that not merely in the "rapides" or "trains de luxe," but in the humblest tramway railways, or the rack-and-pinion railways which climb so excitingly amongst the mountains and precipices. Two things contribute greatly to this excellent quality. First, the trains are all passage—or corridor trains, so that no time is lost in opening and shutting innumerable doors; and, second, tickets are all examined in the trains, so that exasperating delays outside stations and at stations are altogether avoided.

A new practice introduced this year obviates the whistling with which we are so familiar in this country. When the time of departure comes the "chef de gare" or his deputy raises a disc painted white and green, and the train instantly moves off. A very large proportion of Swiss trains are electrically driven, and this promotes comfort in travelling by eliminating smoke and dust, and gives quicker running, because starting and stopping are accomplished more rapidly. The long-distance trains of England and Wales are equal to any; but it is humiliating, when considering conditions in Switzerland, to remember that punctuality is almost unknown here upon branch and local lines, and that a run of twenty miles or so constantly means ten or fifteen minutes lost.

Another feature of Swiss efficiency is the admirable service of motors run by the Swiss Post Office to serve mountainous or other places remote from the railways, and particularly the "Postes Alpêtres Suisses," which serve during July, August and September passes such as the Grimsel, the Furka, the Great St. Bernard, the Simplon, and the Splügen. These vehicles carry about fourteen passengers with mails and baggage. They are built specially for the service, and fitted with large Saurer engines, and are provided with every convenience for the passenger. The seats are wide, with excellent springs; there is a cover for bad weather which can be placed in position by turning a handle in two minutes.

Seats on these vehicles are booked at the post-offices, and they are a real boon to tourists, enabling them to see in comfort and without fatigue some of the most wonderful and awe-inspiring scenery in Europe. The Swiss mountain roads are seldom (strange as it may seem) of very severe gradient, although a route may rise five or six thousand feet in a couple of hours. The roads rise by means of zig-zags with frequent hairpin bends. (On the South of the St. Gothard there are 24 zig-zags going down to Airolo.) These bends are often troublesome to the nervous passenger, but the Swiss postal drivers are specially selected men, and accidents are almost unknown.

It is interesting to note that being on Government service these post-automobiles have precedence so that other vehicles have to give way. At the Great St. Bernard Hospice, at the pass, for instance, there is a notice which illustrates this, and shows the careful organisation already spoken of. "No vehicle," it runs, "must leave the Hospice (i.e., for the return downward journey) until the arrival of the post motor at about 12.35." In this way awkward and dangerous meetings on the narrow roads or hairpin bends are avoided.

On the Great St. Bernard route, it may be mentioned, at the small village of Bourg St. Pierre there is surely one of the most oddly-named inns anywhere to be found. It is the "Hôtel du Déjeuner de Napoleon I."—the "Hotel of the Breakfast of Napoleon the First." It was here, so history says, whilst yet First Consul, that he stopped for a few moments when on his way into Italy in 1800, just before the battle of Marengo. The crossing must have been a stupendous task. The more so as all his cannon and war material had to be dragged over the snow by 4,000 Swiss of the Valais, whom he had impressed for the service.

There are about 600 of these post-routes in Switzerland, some, of course, as was said, only open in July, August and September, but some carried out by means of horses earlier and later in the year, and some, as in the Ticino (Lugano and Locarno), where the winters are mild, all the year round.

As is natural, the women of Switzerland are fully equal to the men in displaying these national qualities of efficiency and organising ability. The great exhibition which has been held at Berne and the advertisements of which meet one everywhere with the mysterious word "Saffa" is

an excellent indication that Swiss women are in no sense being left behind.

"Saffa" means "Schweizerische Ausstellung für Frauen Arbeit," i.e., the Swiss Exhibition of Women's Work. In it women are shown engaged in from thirty to forty trades; all branches of housework are represented, and the exhibition is housed in a number of characteristic chalets painted in the brightest and most attractive colours. All Switzerland has been interested in it and has been going to it. It seems certain that "Saffa" will re-appear in suitable national garb in many other countries.

We are apt to think of the Swiss as a nation of hotel-keepers, and to imagine that the national motto is the sign so universally seen, "Restauration à toute heure." ("Refreshments at any time."). But this would be a great mistake. Rather one would be inclined to sum up their work in one short admiring phrase: "Whatever they do, they do well." Fortunately for them, work appears to be abundant. During a fairly extended visit this year, covering various parts of Switzerland, nowhere was there to be seen a single man standing idle for lack of occupation. Unemployment appears not to exist."

An article in a similar strain has appeared in the *Dublin Evening Mail* (Sept. 28th) and will appeal to those in our Colony who have shown a tangible interest in the "Saffa" exhibition at Berne.

"Of the capital cities of Europe none is today, and, until the end of September will be, more gay than that of Berne, the charming mediaeval capital city of the Alpine Republic. Switzerland is completely under the spell of its women, who from Zurich, Basle, Geneva, Interlaken, and the larger towns, and from every remote mountain hamlet and snowbound chalet, have sent to Berne—to "Saffa"—examples of their handicraft for exhibition. No exhibition has ever been organised with greater thoroughness. "Saffa" is an event in the history of national organisation.

All Switzerland has been sedulously schooled to the significance of "Saffa," and the propaganda directed wholly by women, conducting a special newspaper for the purpose, has permeated every home in the land.

The result is astonishing. Berne is the centre of a great new national movement linking women of four languages and many dialects, two religions, a variety of customs. No exhibition quite similar has ever been held in Europe, certainly not on so large a scale. Berne is beflagged with pennants of rare design representing the various Cantons. The quaint arcades of its streets are decorated with pine branches and evergreens from the forests, while at night the town is brilliantly lighted with a myriad twinkling lights, the vast bridges towering over the River Aare, which encircles the city, are surmounted with flaming beacons, while the delicate stone tracery of the old Minster's spire gleams pale white against the starlit skies. And up and down the Arcades they pass, women seldom seen in cities, serene from their peasant homes, with golden hair in rich plaits and wind-kissed complexions; dark-eyed and sunburnt from the Ticino; weathered and lined, strong and firm from dairy farms always against the snow line, where grow those fresh green grasses and flower jewels, which are the food which have made Swiss cheeses world famous.

This exhibition was the conception of a very young woman, Mlle. Lux Guyer. The organisation has been hers. She represents a new movement amongst Swiss women. The scope of the Exhibition is enormous, almost bewildering. The motif of the whole plan is broad in objective and the design divided into sections from different displays—agriculture, lace, furniture, the arts, fabrics, toys, dairy produce, cooking—and classified by Cantons, so that methods can be compared.

To a man the dominating interests are the dairy produce, and the exquisite handicrafts, especially lace and tapestries. There are probably few parts of the world to-day, since the incursion of machine made fabrics, in which the mediaeval schools of needlework and lace making have been preserved as in Switzerland. The long weeks in which the countryside is snow bound have been responsible for retaining these arts amongst the Swiss, and the products of their industry, at once immense in range of design and vast in output, demonstrate that thoroughness and industry are the main traits of Swiss national character. The whole nation possesses these traits. I should add, the men as well, for example as is demonstrated by Swiss engineers, equalled probably only by Scots and Swedes, and by the Corps of Swiss Guides, whose character is like that of the Highlander or the Gurkha of Nepal.

One may spend hours in the Exhibition, which covers many acres. Conferences, concerts, and national plays are proceeding daily. The Federal Railways and Motor Postal Services have provided special facilities so that school children may visit the Exhibition, and I have seen them there, meeting for the first time from the Austrian, French, Italian frontiers with no common language; from towns and from chalets with no

QUOTATIONS from the SWISS STOCK EXCHANGES.

BONDS.		Sept. 29	Oct. 5	
Confederation 3% 1903	...	81.10	81.00	
5% 1917, VIII Mob. Ln	...	101.90	101.75	
Federal Railways 3½% A—K	...	87.25	86.85	
" " 1924 IV Elect. Ln.	...	101.10	101.05	
SHARES.		Nom.	Sept. 29	Oct. 5
Swiss Bank Corporation	...	Fr. 500	Fr. 838	837
Crédit Suisse	...	500	945	946
Union de Banques Suisses	...	500	760	750
Société pour l'Industrie Chimique	...	1000	3410	3365
Fabrique Chimique ci-dev. Sandoz	...	1000	5300	5320
Soc. Ind. pour la Schappe	...	1000	4240	4212
S.A. Brown Boveri	...	350	598	596
C. F. Bally	...	1000	1540	1540
Nestlé & Anglo-Swiss Cond. Mk. Co.	...	200	972	957
Entreprises Suizer S.A.	...	1000	1250	1236
Comp. de Navig'n sur le Lac Léman	...	500	520	506
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Maschinenfabrik Oerlikon	...	500	892	885

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SWISS. Mechanical and Electrical Engineer, with commercial experience, seeks post of trust.—Leopold Schaefer, 522, Caledonian Road, London, N.7.

common custom other than a common youthful humanity which proclaims always an empty stomach. One of the best sights I have ever witnessed was such a collection of schoolchildren, boys and girls, holding out eager hands for the samples which manufacturers desire to see established in favour far and wide throughout the land. It is a very wonderful exhibition, and not the least wonder is the study of humanity.

As I write upon the Terrace of the Casino to the strains of a fine orchestra, with a matchless view of that vast range of snow-covered mountains—the Jungfrau, the Eiger, the Monch, the Blumlisalp, which comprise the Bernese Oberland, in the midst of Berne, the quaint mediaeval city, changing yet unchanged, its hundred wondrous decorated fountains flowing as they flowed four hundred years ago, I reflect that "Saffa"—the grouping of women in work—has always been; for are not women ever physiologically responsible for posterity? What through "Saffa" may not Swiss women teach to the world!

Swiss Meters for England.

A small order for electricity meters has been placed with a Swiss factory by the Rochdale Town Council. It is always instructive to follow the discussion which precedes such resolutions and we reproduce the report of the respective Council meeting as published in the *Manchester Guardian* (Oct. 5th):—

"At a meeting of the Rochdale Town Council to-day there was a long discussion on the question of a contract for the supply of meters to the Electricity Committee.

The Electricity Committee recommended the Council to buy Swiss meters, and this was strongly opposed by Alderman H. Clark, a member of the committee and a prominent Liberal member of the Council, who declared: "British goods are far away better than any foreign goods, and are cheaper in the long run."

Alderman Clark moved an amendment referring the question back to the committee, but it was defeated by 34 votes to 8. Among those who voted against the amendment was Alderman W. Davidson, the leader of the Conservative group in the Council. Four Liberals, three Conservatives and one Labour member voted for the amendment.

Councillor John Hanson, the chairman of the Electricity Committee, said there were differences in the committee on the question. A sub-committee recommended the purchase of British meters, but that proposal was turned down by the full committee. The difference between the prices of the foreign and British meters was very substantial. The cost of the Swiss meters they proposed to buy was £2,745 and that of the British meters recommended by the sub-committee—not the lowest British tender—would cost £4,275. There was no doubt that the British meter was a very sound job, but their manager told them that the Swiss meter was in every way satisfactory. The representative of the British firm was seen, and he could not promise any reduction beyond £150.

Alderman Clark, in moving the amendment, made comparisons between the two kinds of meter, and said that in spite of the difference in prices the advantage was with the British meter. He was an Englishman, and he was not going to have it that foreign goods were better or cheaper than British goods in the long run. British goods were always the best, and to buy them meant wages for British workmen. Members of the Council had bought foreign motor cars and then wished they had not done so. (Laughter.) In the past the meters of the British firm had given complete satisfaction, and had been a wise purchase. Why go back on what they had tested and proved. He moved his "patriotic amendment" on practical as well as sentimental grounds.

Councillor Dutton seconded the amendment, and said the members should think of the anomaly of a foreign meter going into an unemployed man's home.

Councillor Lyon W. Taylor said that when there was such a substantial difference between the prices patriotism was not enough. They all wanted to give work to British firms, but to pay £1,500 more for meters they could get for £2,745 was something they could not do. It was public money they were spending.

Alderman Davidson said that he was strongly in favour of buying British goods, but not at any price. Cheapness was not everything, but in this case the difference in the prices was too high.

As a result of the voting the contract will be given to the Swiss firm."

We are certainly with the prominent Liberal member in his arguments why such an order should be placed in this country—we should do exactly the same in his place—but we should certainly not stoop to appeal to the gallery with such absurd phrases as "British goods are far away better than any foreign goods." Of course the Rochdale alderman may have had the necessary experience with all foreign goods to justify such a sweeping assertion but we have never yet heard of any sane man maintaining that any particular country had a monopoly

or reputation for beating all the others in the fields of industry and manufacture as far as quality is concerned. It seems to us that the Rochdale alderman is trying to emulate the ostrich which, by burying its head in the sand, disregards the unpleasant truth.

English Cheese in the Swiss Manner.

From the *Daily Mail* (Oct. 1st). The Swiss cheese industry is evidently losing a large slice of the English market if box cheese is to be manufactured on a large scale in this country. But then we obligingly sold our best customer the machinery with which to compete!

"Cheese in portions, wrapped in silver paper and packed in round boxes, now so often seen in provision shops, is being manufactured on a large scale in England. One Shropshire factory is using 15,000 gallons of milk every day.

"Switzerland is the home of this industry, and our machinery is all Swiss," a member of the firm said. "But the material, and, of course, the labour, are all British. The factory is at Whitechurch, in the midst of a flourishing dairy-farming district, and the milk we use is supplied by the surrounding farms.

The machinery does everything; no process is carried out by hand. The majority of the employees are women. An important part of their work is the cleaning and sterilising of the complex machinery. This is done every day by steam pressure.

"Three kinds of cheese—Cheddar, Cheshire and Lancashire—are made in the factory. The flavour and texture depend upon the temperature at which the cheese is set. The milder the cheese the higher the temperature. Lancashire, a strong flaky cheese, is set at a low temperature; Cheddar, a milder and smoother cheese, is set as high as 104 deg.

We could easily make Gruyère in this country, though it is popularly supposed that that cheese is exclusively Swiss. But we find there is a bigger demand for our own English cheeses.

The increasing sales of cheese in compact portions is due, I think, partly to the fact that so many women are housekeeping for small-scale flats and partly to the growth of motoring and the consequent need of easily-carried food. People who find they cannot digest ordinary cheese are eating it in this new form because the pasteurisation, which is part of the process of manufacture, makes it more easily digestible."

THE BUCHI SYSTEM OF EXHAUST TURBO CHARGING.

It will be of the greatest interest to our subscribers to observe the great stir in shipbuilding and marine circles which has arisen from the development in application to internal combustion engines and especially to Diesel engines of the Büchi system of exhaust turbo charging, the invention of Dip. Ing. Alfred Büchi of the Büchi Syndicate, who is a Director of the Swiss Locomotive and Machine Works of Winterthur, Switzerland.

On Tuesday evening last Mr. Büchi, in response to an invitation, read a paper on his system at a meeting of the Institute of Marine Engineers, London, at which Sir Alan Anderson, K.B.E., presided. This meeting was attended by representatives of the Engineer-in-Chief's Department of the Navy, by leading engineers and shipowners, who listened to Mr. Büchi with the greatest interest and subsequently joined in a discussion of the merits of the system.

As may be known to our readers, the design of the Diesel engine has been limited by certain factors, notably the heat stresses of the cylinder heads, and Mr. Büchi's invention enables a 50% and even greater increase of power to be obtained, while at the same time reducing the detrimental heat stresses to which these engines have been subjected. These extraordinary results are obtained by the passing of a quantity of comparatively cool air through the cylinders of the engine at the end of the exhaust stroke, and by filling the cylinder with air under pressure during the admission stroke. As the power of the engine depends upon the quantity of fuel which can be usefully burnt in the cylinders, and as that quantity is proportionate to the quantity of air in the cylinders, the filling of them with air under pressure permits of the introduction of more fuel, and results in the great increase of power characteristic of this system. This air is produced by a gas turbo air compressor driven by the exhaust gases of the engine itself. The Büchi System results in the safe increase of the power of Diesel engines far beyond that hitherto possible, while at the same time generally improving the running conditions.

The current issues of the English Technical Press have many articles describing the very successful trials of the M.V. *Raby Castle*, which have just taken place off the Tyne. The object of the conversion of the existing Diesel engines in this ship by means of the Büchi system was to obtain an increase of speed, and on the trials this ship did well over 1 knot more than she had previously been able to do, and this in spite of the fact that the engines were not called upon for the whole of

the reserve of power rendered possible by the system. Other ships are to be converted, and new ones are to have engines constructed in accordance with Mr. Büchi's patented system.

So far we have spoken of developments in Great Britain, but already a number of applications of the system have been carried out, notably in Italy and Germany, and we now hear that France is interested.

As the result of the increase of power made possible by the Büchi system, engines of a given power can now be made smaller than hitherto, and shipowners have been quick to realise the effect of this on the saving of engine room space, and the consequent increase of cargo carrying capacity of vessels.

All indications point to the Büchi system being one of the most important, if not the most important, development in internal combustion engine design of recent years.

CITY SWISS CLUB.

BRIDGE COMPETITION.

Rapid progress is being made with the Auction Bridge Competition, the first rubbers for which were played about three weeks ago. The interest displayed by the competitors will allow the competition to be finished much earlier than originally anticipated. The following are the average scores of those members who have played five or more games, the number of rubbers played being indicated in brackets: Ch. Valon (6), 7.5; R. Bessire (8), 6.2; M. Gerig (12), 5.6; A. C. Baume (8), 5.2; P. F. Boehringer (6), 5; J. Billeter (7), 4.3; A. Schupbach (5), 3.4; P. Bessire (6), 3.3; L. Schöbinger (7), 2.9.

SWISS GYMNASIAC SOCIETY.

The Swiss Gymnastic Society, London, will hold a Banquet, followed by a Ball until 2 a.m., on Friday, October 19th, at 8.45 p.m. at the Union Helvetia Club, 1, Gerrard Place, W.1, and the Committee sincerely hopes that all Passive members will make a special point to be present on that auspicious occasion in order to assist in celebrating the success of the Society's Team at the last Swiss Gymnastic Festival in Lucerne in July last, when a Laurel was won with 140½ points.

SWISS MERCANTILE SOCIETY.

EDUCATION DEPARTMENT.

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

Max Kappeler, Elgg: "Europe and the Coloured Peoples." Eugen Fritz, Zurich: "Why." Max Knecht, Uzwil: "L. Beethoven." R. Wüst, Bienne: "Animals in Custody." Miss Ilse-Rika Vogler, Zurich: "Something about Truth-telling." A. Schmid, Langenthal: "A Trip to Derbyshire." Hugo Guggisberg, Zurich: "National Economy." R. Lafont, Degersheim: "The Life of Thomas à Becket." E. Aeschbacher, Worl: "Capitalism and Communism." Dr. Stern, Basle: "Coal." F. Fehse, Basle: "A Talk about Our Teachers." Miss H. Reimle, Baden: "Just Pranks." Miss M. J. Terraz, St. Imier: "Friendship." W. Schoenmann, Berne: "The Daily Newspapers." Miss Gertrud Schmidhauser, Zurich: "Events." H. Kade, Basle: "The Case Against Taxation of Bachelors." E. Fritz, Zurich: "Are our Newest Inventions against Nature?" R. Ursprung, Chur: "Formative Forces of Nature." H. Hui, Wagenhausen: "The French Foreign Legion." W. Aebi, Wichtrach: "Saffa." F. Friolet, Murten: "Cotton." A. Koch, Solothurn: "The Industry in the Valley of Zermatt."

The debating classes dealt with the following subjects:—

"Are Swiss women too much dominated by men?" Proposer, Miss J. R. Vogler, Zurich; Opposer, F. Eggstein, Zurich.

"Are the Swiss indifferent to Art?" Proposer, Mr. Engler; Opposer, Mr. Wirz.

Friday: A very humorous and much appreciated lecture was given by Mr. George on "English Humour and Songs."

Saturday: The School paid a visit to the Tower of London.

FOOTBALL: Swiss Merc. Soc. F.C. 1, Berkeley Hotel F.C. 0. This match took place on Tuesday and was a great success of our First Eleven, especially as the Berkeley Hotel fielded a very strong team.

Further fixtures:—

Saturday, Oct. 13th, v. Handicrafts Athletic F.C.

Monday, Oct. 15th, v. Russell Hotel F.C.

Saturday, Oct. 20th, v. Star Athletic Club.

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