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Claudius made both the Great and the Little St. Bernard into regular roads; and the inhabitants of the towns at the foot of each pass called

themselves Foroclaudenses in consequence. Under Nero we hear nothing of Switzerland; but Caecina's passage of the Great St. Bernard in March 69, with four legions, is one of the finest exploits in the history of the Alpine passes. Vespasian, whose father died in Switzerland and whose three nurses seem to have erected an inscription to a woman who was buried at Aventicum, appears to have done a good deal for the town; and it is not improbable that the city walls belong to his time. The construction of the Limes by Domitian and Trajan pushed the frontier farther east; and Switzerland was no longer garrisoned by troops. The camp at Vindonissa was abandoned, and between A.D. 100 and 260, as coins show, the amphitheatre was not in use. Units were on the other hand recruited in Switzerland for service on the Limes. The country itself was at peace until the latter half of the second century, when Raetia became a senatorial province and had a legion stationed at Regensburg; while the Valais was grouped with the Alpes Graiae or Alpetrines to the south-west of it. Septimus Severus did much for the road system, here as elsewhere in the Empire; but in 259-260 Aventicum was devastated by the Alemanni, and Switzerland became a frontier land once more. Troops were again quartered at Vindonissa; but finds of hoards of coins all over Switzerland show the troubled character of the period up to the beginning of the reign of Diocletian and Maximian. Three new provinces were then formed, Sequania, the Alpes Graiae et Poeninae, and Raetia. A number of forts were built along the Rhine and on the important military roads; and Valentinian I. added at least fifty intermediate watchtowers on the south bank of the river.

It may be said of Switzerland that throughout the Roman period there was not very much town life; but a considerable number of country villas have been found, many of them of the corridor type, and frequently with projecting rooms at the angles. It is clear that Western and Northern Switzerland was more thickly populated than the rest; and that in ancient times cattle breeding and agriculture were the main sources of wealth. Industries there were few; and many of the works of art were imported, or executed by Italian workmen, though there were two flourishing local factories of bronze objects. In regard to religion we may notice the presence of the typical Romano-Celtic square temple (our author adds two or three more examples to the list given by Dr. Wheeler in the last number of the *Antiquaries' Journals* and, as betokening the presence here of Eastern cults, the existence in the museum at Aventicum of the finest votive hand (of the god Sabazius) that has ever been found.

An excellent topographical appendix tells us exactly what is to be seen (not, perhaps, very much, but that is only to be expected) at the more important Roman sites in the country; and there is a good map of Roman Switzerland, and plans of the three principal places—Augusta Raurica, Aventicum and Vindonissa—at the end. Altogether it is a most welcome and useful summary of knowledge, based on a good deal of personal research, and gives us a picture of what Roman Switzerland was, and what is known about it, which it would otherwise have been impossible to obtain."

#### Motoring in the Swiss Alps.

Lord Montagu of Beaulieu has contributed the following pleasing survey to *The Times* (Oct. 31st):—

"Time was when motorists were by no means welcomed in Switzerland. Even ten years ago there were severe restrictions throughout the greater part of the country, and in some of the cantons either prohibition was absolute or, when partial, the regulations made motoring very inconvenient. Roads, for instance, were open on certain days and not on others. On Sundays you could not move at all in some districts. The attitude also of the majority of the Swiss nation was decidedly anti-motorist. The reasons alleged for this opposition to a form of traffic which almost every nation in the world was trying to encourage were founded to a certain extent on the fact that many of the Swiss roads are very narrow, and some of them dangerous, and the psychology of the smaller Swiss farmer and peasant may be defined as being opposed to any innovation, especially if introduced by foreigners.

In justice to the Federal authorities at Berne it should be explained that they have but little control over the decisions of the individual cantons. However much the Federal authorities may wish to improve roads or to encourage tourists, little can be done until the individual canton has given its consent. The gradual dying down of the anti-motor feeling has been due chiefly to two causes—one, the great increase in Swiss-owned cars, and, secondly, to the fact that the majority of tourist traffic moves on the road nowadays, and the Swiss being a shrewd people, have realised that prohibition or severe restriction on motoring was driving the best class of motorist to other parts of Europe. In Eastern

and Southern Switzerland, in particular, they grasped that, while the Austrian Alps were full, being more and more patronised by good-paying tourists, their own excellent hosteleries were suffering.

Though one cannot say that in all districts motorists are received with open arms nowadays, in the greater part of Switzerland prejudice has nearly died down, and the "playground of Europe," as the country has well been named, is available to those who motor as well as to those who go by train. Efforts are now being made both by the Central and the Cantonal authorities to improve the roads, and the Central Government itself, in order to help the excellent postal cars running over most of the high passes, is pushing along with a programme of road improvement which will eventually make it possible to pass or overtake these useful but huge vehicles without the danger of being crushed against a rock wall on the one side or being pushed over a precipice on the other. There is a rather comic interdepartmental struggle going on in Switzerland in this wise. The postal authorities have recently established excellent services, to which I have alluded above, which carry passengers as well as light goods and produce between many of the chief points. These services have now become so popular that, as elsewhere, traffic is leaving the State railways and taking to the roads. As both the post office service and the railways belong to the Government the rivalry is becoming keen, and protests are constantly being made by the railway authorities against the poaching by the postal cars on what they consider their own preserves. It is natural that, as the railways have to run along the lowest point of the valleys, and when a mountain is encountered, either to pass through a tunnel under it or go round it, the average person should prefer the road with the open sky, the high passes, and the unhampered beautiful scenery of the snow-crowned peaks. Taken as a whole, the road surfaces in Switzerland are good, and mostly superior to those in France, and there are many miles of main road which are really excellent.

Now for one or two points of criticism. In Switzerland, unlike France, there is no tax on entering the country, nor is a *laissez passer* for a definite number of days necessary at a charge of so much per day. But at the entrance of many of the passes a considerable sum is levied on the motorist, usually 10fr., or about 8s., for the privilege of driving over just that part of that particular canton. This road tax, so I was informed, is as a matter of fact illegal, but no motorist can afford to have a wrangle with an official who can shut the gate in your face or hand you over to the nearest gendarme. So the best plan is to pay and look pleasant. On the other hand, I never could see that there is any injustice in asking a foreign motorist using roads to which he does not contribute to pay something towards their upkeep, and for that reason the tax on entering France, which is a sum of 10fr. (French) levied per day, is really a fair one, so long as the money goes to the upkeep and repair of roads. If I might venture respectfully to advise the Swiss Government, I think it would be better to adopt the French Government's system and ask the motorist to pay on entering Switzerland a definite sum a day for the use of the roads all over the country, than to levy a cantonal charge which is uncertain and complicated, and which on one or two occasions seemed to me to be unreasonable. For instance, in a few cases you are made to pay twice if you spend more than a day or two between the ascent and descent of a pass.

The hotels are excellent everywhere, the food good and everything scrupulously clean. The Swiss have been noted as hoteliers for years past, and although the cost of living is higher in Switzerland than in surrounding countries such as France and Italy, this is not an indication of rapacity on the part of the proprietors, but is due to the appreciation of the Swiss franc compared with the depreciation of neighbouring currencies, so that, measured in terms of the pound sterling and of the dollar, hotel bills are undoubtedly somewhat higher in Switzerland.

A word of praise must be given to the Department of the Federal Government which is trying to deal with roads. It is doing its best in a political atmosphere not at the moment very encouraging. It has already considerably improved the 3,000 kilometres of what are called international roads, that is, the main roads which run through Switzerland. The actual figures as to the roads used by motor traffic are as follows:

International, or principal roads	2,917 kilometres
Cantonal roads	6,977 kilometres

Giving a total of 9,894 kilometres

I should like also to congratulate the Swiss authorities on the fact that instruction is now given in the national schools as to crossing roads, the conduct of traffic, and the duties of the pedestrian. Tribute, too, must be paid to the

persistence and ability of the Swiss Automobile Club, which has done so much to encourage the use of automobiles in Switzerland, and has provided the roads in most cases with such clear and yet artistic signposts. Any British motorist desiring to tour in Switzerland in the summer time could not do better than write to the secretary of the club, which has its headquarters at Geneva; and now that Switzerland has opened her roads and welcomes the motorist, I know of no more interesting or picturesque tour than over her wonderful mountains and through her fascinating valleys."

#### Wine-making in the Valais.

The *Illustrated London News* (Nov. 3rd) tells us how the popular "vin du Valais" came into existence. If the methods are really so primitive there seems to be considerable scope for an enterprising company promoter.

"In the Swiss Canton du Valais it is quite usual for owners of vineyards to begin their wine-making in the street; that is, to get through the preliminary crushing of the grapes in the main thoroughfare of a market town. The work may take place at one's hotel gate, perhaps, but for preference it is done as near a distillery as pressure on street space will allow. It is also quite common actually to complete the process in its entirety out in the open, within anyone's reach; with a hand-press just within a gateway, for example, and the new wine running from the press into a vat standing on the cobbles while people, and possibly cows, pigs and so on, are passing by. Anyway, in this industry there is no deception, no apparent trade secret: the stranger feels unexpectedly initiated, so that he has learnt *gratis* quite a lot about wine in the making, and is competent to make a few bottles on his own account. But let us begin at the beginning. The vineyards are largely peasant-owned and peasant-worked; which means large numbers of owners in a small way of business and not much expenditure on plant. Odds and ends of buckets, pails, barrels and tubs, a few stout sticks, ordinary farm carts, and the peasants themselves in their ordinary farm clothes, constitute the works and the staff. The peasant's part of the job—unless he inhabits some out-of-the-way village and owns his own wine-press—is simply to gather the grapes in the buckets, with them fill the barrels and tubs that are stood in the carts, then pound and stir the fruit with the sticks, and when it is reduced to a condition of squash, to convey the stuff to the distillery; then with the aid of short tin shovels and his hands, fill the high-back buckets, and empty the contents into the distillery presses. This is the least pleasant part of the process to contemplate. Hands and arms get very wet with what is one's wine-to-be, and one does rather hanker for white overalls and some nice new metal and enamel mechanism—anything to eliminate hands. As an *ensemble* it is a confused composition of farm carts, with and without beasts attached, and peasants standing up in them squashing and lading. Then round about by the roadside there are large open vats placed, here and there, as temporary receptacles; as the wine-presses, with the rush of deliveries, have more than they can momentarily cope with. To complete the picture, round these vats nondescript males gather as at any wineshop counter, and with a fine contempt, bred presumably of a lifelong familiarity, put in a finger and thumb, now and again, to pick out a damaged bunch and have a grape or two. For the supersensitive this, and the wet hands and arms, although a shade less trying than the Italian foot, even with the all-purifying power of fermentation in mind, leaves an impression which, if passing, does not drive one, to

#### QUOTATIONS from the SWISS STOCK EXCHANGES

BONDS.	Nov. 6	Nov. 13
Confederation 3% 1903	81.65	81.65
" 5% 1917, VIII Mob. Ln	101.50	101.50
Federal Railways 3½% A-K	86.45	86.70
" 1924 IV Elect. Ln.	101.25	101.50

SHARES.	Nom.	Nov. 6	Nov. 13
Swiss Bank Corporation	500	835	835
Crédit Suisse	500	945	942
Union de Banques Suisses	500	755	745
Société pour l'Industrie Chimique	1000	3270	3245
Fabrique Chimique ci-dev. Sandoz	1000	5275	5200
Soc. Ind. pour la Schappe	1000	4180	4160
S.A. Brown Boveri	500	583	578
C. F. Bally	1000	1500	1497
Nestlé & Anglo-Swiss Cond. Mk. Co.	200	930	903
Entreprises Suisses S.A.	1000	1200	1200
Comp. de Navig. n. sur le Lac Léman	500	510	515
Linoléum A.G. Giubiasco	100	307	309
Maschinenfabrik Oerlikon	500	825	800

#### MISCELLANEOUS ADVERTISEMENTS

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the bottle. Then, finally, when at dusk small boys appear with guttering candles at the vats' edge to illuminate the work of emptying them, and a drop or two of grease gets inboard, wine seems to lose still more of its 'allure.' However, 'All's well that ends well,' and the final scene is that of great lorries bearing away tubs pretty nearly as big as themselves, full to the bung (to which gay little bouquets are attached) with what has now become a famous wine."

#### How the League came to Geneva.

The *Star* (Nov. 9th) singles out the following passage from a volume which has been published in this country on the occasion of the tenth anniversary of the Armistice by our distinguished compatriot M. William Martin. The author seems to have omitted to state the name of the historic valet as his commune would no doubt wish to erect the inevitable monument to perpetuate the memory of this noble inspiration.

"It was a Swiss waiter who was responsible for the selection of Geneva as the headquarters of the League of Nations. This somewhat farical disclosure is made in a book published to-day by Jarrolds, 'Statesmen of the War,' by William Martin, the foreign editor of the *Journal de Genève*.

Colonel House (of the Intimate Diaries) was asked by President Wilson to decide on some town in a neutral country as headquarters for the League. His choice fell on Switzerland, but he hesitated for a long time between Lausanne and Geneva.

"Like all persons of delicate health," writes Mr. Martin, "Colonel House attached great importance to climate, all the more so because he contemplated having to stay frequently himself in the town selected. He had been assured that the climate of Lausanne was the better, and this argument had impressed him.

"One day, however, seeing a native of Geneva enter his room, he exclaimed: 'I have come to a decision at last. We shall go to Geneva.'

"On being questioned as to his reasons for this sudden change, he replied: 'The waiter who brings me my chocolate is a Vaudois. I asked him: Which is the better town to live in, Geneva or Lausanne?' He replied: Geneva. Lausanne is too hot in summer."

A Swiss delegate later promised House a statue on the shores of the Lake at Geneva. The Colonel advised him to have one put up for the waiter.

And that is how history is made!"

#### EIDGENÖSSISCHE GLOSSEN.

##### Klingnau als Symptom.

Man kann an der Diskussion der Klingnauer Frage vor dem aargauischen Grossen Rat nicht stillschweigend vorübergehen. Denn diese Diskussion ist sehr aufschlussreich. Ich meine damit nicht die sachliche Diskussion der Projekte selber. Unberührt bleibe hier das Für und Wider.

Die Aargauer haben sich vor allem gegen die Bevormundung aufgelehnt. Diese sehen sie einerseits in gewissen ausserkantonalen Presseartikeln, andererseits in der Haltung des Wasserwirtschaftsamtes.

Wenn die Aargauer die Schweizerkarte anschauen, so werden sie sofort begreifen, warum sich das ganze Land mit der Art, wie sie "ihre" Kräfte ausnützen wollen, beschäftigt. Ich betrachte es als eine Wendung zum Besseren, dass eine kantonale Angelegenheit zu einer Angelegenheit des ganzen Landes geworden ist. Das ist das Erfreuliche an der ganzen Geschichte. Denn wenn ein Kanton seiner Lage nach den Hauptteil der schweizerischen Wassermenge auf so und so viel Kilometer Länge in der Hand hat, so wird er auch zugeben müssen, dass die andern Kantone wenigstens seine Art, diese Kräfte auszunützen, besprechen. Mehr als diskutieren können sie ja doch nicht.

Rhein und Aare (Reuss und Limmat) strömen durch den Kanton Aargau. Das sagt genug. Mit Ausnahme des Engadins, der südlichen Täler Graubündens, des Tessins, des Wallis, der kleinen Zuflüsse des Genèveres, der Birs strömt alles Schweizerwasser dem Kanton Aargau zu. Eine günstigere Stellung kann man gar nicht einnehmen. Dabei ist der Kanton Aargau nicht belastet mit den Nachteilen eines immer wieder durch Überschwemmungen gefährdeten Gebirgskantons. Dank der Seen sind bei ihm die Gefahren ausgeglichen. Ihm sind rein die Vorteile, nicht die Nachteile zugefallen.

Wenn sich also die Schweiz erlaubt, mitzusprechen, so möge dies der Kanton Aargau der Schweiz, die ihm das Wasser liefert, verzeihen.

##### Aargauerwasser und Schweizerwasser.

Oder: wenn morgen der Kanton Aargau aller Voraussicht zum Trotz dennoch von "seinen" Wassern überschwemmt würde, so würde er die Hilfe der Gesamtschweiz anrufen, und diese Hilfe würde auch gewährt werden. Warum wehrt er sich dagegen, dass diese gleiche Schweiz sich erlaubt, wenigstens eine eigene Meinung zu äussern, wenn das gleiche Wasser nicht zerstörend, sondern aufbauend wirken soll? Wird man nur in der Not

an die Brüder denken, im Ueberflusse aber sie vergessen?

##### Das böse Wasserwirtschaftsamt und der gute "Gesamtbundesrat."

Auf der vom Schweizerischen Wasserwirtschaftsverbande herausgegebenen "Karte der schweizerischen Wasserkraft-Elektrizitätswerke und ihrer Verbindungsleitungen" gibt es keine Kantons Grenzen. So sollte es sein. Es dürfte auf diesem Gebiete keine Kantons Grenzen geben. Doch Grimm wird wohl recht haben, wenn er in seinem Postulat von 1923 sagt: "Eine Vorlage, die den Kantonen das Recht zur Verleihung von Wasserrechtskonzessionen nimmt, das würde eine halbe Revolution in den Kantonen bedeuten."

Also keine Gesetzesrevision im Sinne von Nationalrat Gnägi (1921), sondern ein bescheidenes Mitspracherecht des Bundes im Sinne einer regulierenden Kontrolle. Damit sind wir bei der so heftig angegriffenen Tätigkeit des Eidgenössischen Amtes für Wasserwirtschaft angelangt.

Dieses Wasserwirtschaftsamt hat in der ganzen Angelegenheit nichts anderes als seine Pflicht getan. Was dem Beschauer nun auffällt, ist der Unterschied, der zwischen Bundesrat und Wasserwirtschaftsamt gemacht wird. Man greift das Amt an — und man lobt den Bundesrat. Wie stimmt das zusammen? Ist das Wasserwirtschaftsamt nicht ein Teil des Departements des Innern? Kann man das Amt angreifen und zugleich den Bundesrat loben? Glaubt irgendjemand, dass das Wasserwirtschaftsamt etwas dürfte ohne die Genehmigung des zuständigen Bundesrat Dr. Chuard? Ist es also nicht eine Spiegelfechterei, wenn man bloss auf das Amt schimpft...wenn man auf den Sack haut und jemand anders meint?

Das riecht nun schon nach Politik, das ist nicht sachliche Erörterung einer wirtschaftlich und national bedeutungsvollen Frage. Wenn man im aargauischen Grossen Rat offener gewesen wäre, so hätte man sich über Bundesrat Chuard beklagt, statt bloss dem Gesamtbundesrat so beflissen zu danken. Es ist wirklich angenehm, dass wir nicht nur Bundesräte, sondern auch einen "Gesamtbundesrat" besitzen. Man braucht dann keine Namen zu nennen. Und es ist auch angenehm, dass man, statt auf das Departement des Innern, alles auf das Amt abschieben kann. Dir, Mutzner wird erstaunt sein über die Macht und Diktaturgewalt, die man ihm zutraut. Er, der "hinter dem Rücken des Kantons Aargau über dessen Wasserkraftwerke verfügen zu müssen glaubte." Wie hübsch, einen Sündenbock zu haben, wenn man nicht gut Bundesrat gegen Bundesrat ausspielen kann, (mag, darf, will). Aber erfreulich ist es weiss Gott nicht.

##### Was sagt Grimm zu seinen aargauischen Genossen?

Und was sagt Grimm, der Vorkämpfer einer bundesrechtlich geregelten Energiewirtschaft zu den Aeusserungen seines aargauischen Parteigenossen? Beinahe hat man den Eindruck von Kriegspsychose, der alle Unterschiede der Parteien ausmerzt. Der Sozialdemokrat unterstützt die Regierung so gut wie ein anderer. Er freut sich an der Kritik am Wasserwirtschaftsamte so gut wie ein Konservativer. Die Parteidisziplin ist also auf einem solchen Gebiete nicht so gross wie dort, wo nur der Stimmzettel in Betracht kommt.

##### Staat/bund oder Bundesstaat.

Man erwartet von der Haltung des aargauischen Rates einen starken Eindruck auf die schweizerische Öffentlichkeit. Mich hat diese Haltung erschreckt. So weit sind wir also noch von einer schweizerischen gemeinsamen Arbeit, einer schweizerischen Wirtschaft! Ein Kanton verlangt ganz einfach, was ihm gehört...Und die Schweiz soll kaum mehr das Recht haben (nicht etwa zu verlangen, was ihr gehört), sondern bloss, gehört zu werden? Sind mir am Ende immer noch ein Staatenbund und kein Bundesstaat?

Felix Moeschlin in 'N.-Z.'

#### REPORT ON SWISS INDUSTRY & TRADE IN 1927.

Once more, the annual report on Swiss industry and trade, published by the "Swiss Federation of Commerce and Industry," is giving a general information on the economic life in Switzerland. Through numerous figures and statements it describes the commercial and industrial movement in Switzerland during the year 1927.

The first pages of the general remarks contain the chief information on Swiss economic statistics: population, agriculture, waterpower, industries, wages, labour market, cost of living, money, banking, insurance, traffic, foreign trade, finance, taxes, etc. Then follows a general account on the national economy during the course of 1927.

A special part is appropriated to the study of the different branches of trade and industry, as well as traffic, insurance, finance and banking. These questions are divided into chapters concerning the most important lines of the Swiss economic activity.

The report on Swiss industry and trade in 1927, which contains about 300 pages and comes out in two editions, one in German and the other in French, is on sale at the "Secrétariat de l'Union suisse du Commerce et de l'Industrie," Börsenstr. 17, Zurich. (Price Sw.fr. 8.-, plus postage.)

#### CITY SWISS CLUB.

##### AUCTION BRIDGE COMPETITION.

The above competition is now nearing its end, seven members having already played the necessary 15 rubbers. The following list shows the aggregate scores up to and including last Tuesday evening, the figures in brackets denoting the number of rubbers played:—

L. Chapuis 101 (15), M. Gerig 98 (15), R. Bessire 98 (12), Ch. Valon 97 (13), A. C. Baume 82 (15), P. F. Boehringer 77 (15), H. Senn 65 (12), W. Notari 62 (10), A. Schubach 61 (15), J. Billeter 58 (13), L. Schobinger 54 (15), P. Bessire 40 (13), N. Defrenne 40 (14), G. E. De Brunner 35 (7), L. Jobin 33 (15), E. Werner 29 (13).

#### SWISS MERCANTILE SOCIETY.

##### EDUCATION DEPARTMENT.

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

F. Voser, Wohlen (Aargau): "The Great War and the Mercantile Marines." W. Aebi, Wicht-rach (Bern): "Concessions in Russia." Miss E. Mahler, Madrid (Spain): "Madrid." Miss Elsy Kramer, Lucerne: "How People Spend their Sunday in England and how they Spend it in Switzerland." W. Bretscher, Toess: "Flowers." Paul Koch, Bueren a/A.: "The Russian Industry." Emil Herzog, Zofingen: "Quality and Solidity." R. Lafont, Degersheim (St. Gall): "Theodore Roosevelt." A. Nösching, Grund-Gstaad: "Nobile." R. Wehrli, Berne: "Constantinople." Dr. Salomon Stern, Basle: "Individual Psychology." Miss K. Locher, Cham (Zug): "A Few Words about Women and Girls." Miss Liliane Schenck, Lausanne: "Suffering." Miss Hedy Rawlyer, Bienne: "Holidays." A. Wehinger, Burgdorf: "Where We Stand (J. Galsworthy)." Bruno Jegge, Eiken: "By Accident." E. Wieland, St. Gall: "My Stay at Malaga." Max Kappeler, Elgg (Zch.): "The Importance, Influence and Corruption of the Press." H. Engler, Zurich: "Ludwig van Beethoven." Miss Sina Zeller, Wald-Zurich: "The Isle of Wight." W. Bretscher, Toess: "What is the Bible?" E. Fritz, Zurich: "Beauty and Health." Jacob Blaser, Zurzach: "Greetings."

The debating classes dealt with the following subject:—

"Is the League of Nations a Failure?" Proposer, Max Weyeneth, Zurich; Opposer, Fr. Eggstein."

Friday: A lecture, illustrated by lantern slides, was given by G. E. W. Herbert, Esq., on "Kings in Exile."

#### CORRESPONDENCE.

The Editor is not responsible for the opinions expressed by Correspondents and cannot publish anonymous articles, unless accompanied by the writer's name and address, as evidence of good faith.

To the Editor of the *Swiss Observer*.

Sir,—In No. 365 of the *Swiss Observer* (Oct. 20th) you re-printed an article by Felix Moeschlin from the *National Zeitung*, voicing what must have been in the minds of many Swiss abroad for some time past. Perhaps the solution of something on similar lines was almost too delicate to formulate abroad, or might have been thought to be too Utopian to voice, but having once been started at home, some of your readers might find a workable proposition, which could be brought to function through the efforts of some society or other.

At the Auslandschweizertag in Lucerne a demand was made for facilities for a holiday in Switzerland for the children of the Swiss abroad. Now which society would be more fitted to put this request into execution than the N.S.H., the originator of the Auslandschweizertag?

The suggestion of F. Moeschlin is a very good one as far as it concerns children of the same languages as those spoken in Switzerland. When, however, the language question arises, another course would of necessity have to be adopted. In that case a Committee would have to study the problem on perhaps some such lines as I venture to suggest.

Children of the age from 10 to 16 would, under the guidance of some members of the Colony particularly fitted to deal with children, be taken to a place suitable for nearby excursions to the most historically interesting places in Switzerland (in the neighbourhood of the Lake of Lucerne) and have explained to them in their own language some of the happenings in that particular place, getting them interested in the beauty of our mountains, our history, our aims and achievements, and instilling into them a feeling of pride at having the privilege of calling themselves Swiss. The second summer or for the second part of the holiday, the place would be changed for a different part of the country, so that they could gain a knowledge of what their Homeland is like.

As to the expense of such a trip, lasting, say, about three weeks, this should not be above a very modest sum, as no doubt arrangements could easily be made as to quarters and boarding.