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More Dress Reform.*Sunday Pictorial:*

There has been a lot of talk in this country recently about dress reform, and now I read that the Swiss are becoming interested in the same idea. The Swiss men are revolting against trousers, which, they declare, are an importation from France. They say that all the Swiss heroes wore loose knickerbockers, and therefore they want to return to knickers and bare knees again.

Perhaps we might consider the idea of planning our clothes on the styles of old heroes in this country. The armour of the times of King Arthur and his good knights might be very useful in certain circumstances, and the costumes of the cavaliers had, at least, the merit of being picturesque. Of course, I often see men who are still wearing Gladstone collars, and he was a hero to many people.

Undoubtedly men nowadays are taking much more interest in their clothes, and I am wondering how much the increased influence of women in all walks of life is responsible for this. Left to himself I do not believe man would bother much about his attire, but women are never weary of reforming something or somebody, and it is probably their doing that has brought male dress reform so much into prominence.

Dress, reformed or otherwise, probably has something to do also with the following, if it is true:

Where Dancing is Restricted.*Monmouthshire Beacon 11th Oct.*

The authorities of the Swiss Canton of Ticino have enforced a law prohibiting dancing except during the first three months of the year. Persons under sixteen are forbidden to attend, while those between sixteen and twenty must be accompanied by their parents.

What ho! And what do our brothers and sisters of the Ticino think about it?

Traffic problems in Switzerland are being discussed in the following article from *The Times* 12th, Oct. entitled

Road Versus Rail in Switzerland.

The gross earnings of the Swiss Federal Railways last year amounted to 420,100,000fr., while expenditure totalled 268,500,000fr., the surplus revenue being in excess of that for 1927 by 23,100,000fr. Both passenger and goods traffic showed a satisfactory increase, the receipts derived from these two principal sources being 151,300,000fr. and 212,600,000fr. respectively, as against 142,800,000fr. and 201,100,000fr. in 1927. The number of passengers carried increased by 5.9 per cent. and rose from 113,000,000 to 120,000,000 persons, the latter figure representing an advance of 25,000,000 (26.7 per cent.) as compared with the figures for 1913. Passenger traffic contributed 36 per cent. of the total receipts, and it is interesting to note that of this total third-class for only 1.8 per cent. The volume of cent., second-class for 6.8 per cent., and first-class for only 1.8 per cent. The volume of freight traffic increased, notwithstanding keen road competition, by 6.6 per cent.—i.e., from 17,900,000 to 19,000,000 metric tons.

Whereas in 1927 the total distance covered by steam and by electric locomotives was practically identical, with 21,443,167km. and 22,483,783km. respectively, during the year under review the balance was decidedly in favour of electric traction, which was represented by 29,290,502km., as against 17,301,419 km. covered by steam locomotives.

The electrified lines now represent 56.6 per cent. of the entire Federal railway system and carry approximately 85 per cent. of their total traffic. At the end of 1928 the railways had expended 650,411,255fr. on electrification work. Twenty-two new electric express locomotives were added to the rolling stock in 1928, together with 16 electric shunting engines and 16 motor-coaches, so that on December 31, 1928, the Federal railways owned 345 electric locomotives for main line traffic, and 20 electric shunting locomotives.

During the period under review the hydro-electric works belonging to the Federal railways produced 503,643,000kw.h., of which total traction absorbed 390,955,000kw.h.

The railway authorities are giving their utmost attention to road competition and are studying the best means of meeting it. It has been proved that the keenest competition comes from lorries of two or more tons carrying capacity. According to official statistics, the lorries running in Switzerland at the end of 1928 comprised 5,159 1-tonners, 1,769 2-tonners, and 4,003 3 to 5 tonners, as compared with 4,796, 1,457, and 3,792 respectively in 1927. The first-mentioned type are chiefly light vehicles employed for traffic over short distances, and as such hardly come into consideration as direct competitors of the railways. The second category, although also used principally for light traffic over short distances, are more

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serious competitors. The 3 to 5 tonners form the bulk of the competition experienced by the railways, but some 900 of these may be eliminated as non-competitive, as they are utilized by the building industry, the municipal and cantonal water, gas, and electric boards, the postal administration, the telegraph, telephone, and military administrations, and the hotel industry. The remaining lorries, numbering some 3,000, which are an active menace to the welfare of the railways, are to be found principally in the agricultural and foodstuffs trades, the brewery industry, the milling industry, and in the carrying trades. The railways fix at an approximate 10,000,000fr. the loss sustained by them in 1928 as a result of road competition.

Every effort was made last year by the "Suisse Express, S.A." (S.E.S.A.) to extend and improve its motor-lorry service and to ensure with the help of the railways a reliable door-to-door service, and by the end of 1928 no fewer than 199 centres were connected by a regular motor service with 139 stations on the Federal railway system.

Swiss Alsations Dogs.

A lot has been written in this Country, for and against the handsome Alsations, the doggies I mean, and the following, from "Our Dogs" 11th, Oct. has great interest I think:

I am sure that our Alsationists will be very pleased to hear that the Swiss Army is now using a goodly number of Alsations as messengers, for the wounded, etc. The Swiss army authorities have come to the conclusion, after the excellent results obtained by Germany during the last war, that the "concentration" on one breed only—the Alsations—allows of a precise application of a systematic training compatible with the special character of our breed. After all is said and done, the Alsation also owns a very strong constitution, an excellent nose, and great endurance—properties that are especially required in messenger-dog service. It has been proved in Switzerland that the trained Alsation requires 3-6 minutes to cover a distance of one kilometre (eight kilometres are equal to five miles); in Germany there were seen Alsations which did that distance in only two minutes. In the matter of distance a well-trained Alsation can cover several kilometres, so that ten or more kilometres are nothing for an Alsation to carry messages to and fro. Two soldiers with two Alsations establish a "connection." One of the men has only to cover the distance, from the point of departure once, and the connection is made, for the two Alsations follow the track at great speed, with strikingly great surety.

A Weather Mission.*The Star, 15th Oct.*

Dr. Jean Lugeon, of Lausanne, has just left Switzerland to direct an important scientific mission in the desert of Sahara, under the auspices of the French Meteorological Office and the Swiss Central Meteorological Institute.

The object of the expedition, says the Geneva correspondent of the "Daily News," is to study electricity in the upper atmosphere and radio-electrical phenomena.

There will also be researches, at a distance from oases, concerning carbonic acid gas in the air, regarding which investigations were made last year on Mont Blanc.

More than six tons of apparatus have been taken, and it is hoped that the results of the expedition will help to improve weather forecasts and assist in the development of aviation.

There will soon be no spot on Earth without its Colony of Swiss, who make their force felt in the land of their adoption. Let's hope for good, always!

NOTA BENE!

On December 14th, another Special Issue of the *Swiss Observer* will be broadcast so as to reach the whole Swiss Colony in Great Britain. This will be a unique opportunity for advertisers to secure the Christmas trade. Please communicate in good time if you wish to secure space, which can be booked at the ordinary rates for serial advertisements.

GESCHÄFTS-ANZEIGE

Anstatt durch Zirkular, gestatte ich mir auf diesem Wege meinen verehrten Landsleuten anzuzeigen, dass ich das von Herrn F. W. Rühmann anno 1887 gegründete, sich eines sehr guten Rufes erfreuende,

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English Cold Dishes*Yorkshire Post*, 21st Oct.

It is gratifying to hear that the British cooks have won a first prize at the Frankfort Cookery Exhibition for their cold buffet. One's satisfaction may be a little damped by knowing that the cooks we sent to Frankfort were culinary masters from great London hotels and restaurants and therefore British by courtesy only. Nevertheless, this is the first time in living memory that British cookery has won a triumph on the Continent, and if the cooks were French, Italian or Swiss the cold food was British. I cannot doubt that it deserved to win.

The Germans themselves have no small skill in such matters, but their indigenous doctrine of cold food is too largely based upon the national "wurst." Sliced sausage in one form or another is the foundation of the "abendbrod," which, rather than dinner, is the national evening meal, and it cannot compare with our profusion of cold roasts, hams, tongues, game and other cold pies, galantines, creamed salmon and cold turbot. Even so essential a guardian of the cold buffet table as cold roast beef has in Germany no native name but is still known as "rosbif." We are the only people in the world who ever, from choice, eat a cold lunch. The next International Cookery Exhibition should organise a breakfast competition in order to give us a chance to show what we really can do.

And with that last sentence I agree, because, I have always been of the opinion that cold dishes, except very occasionally, are a rank abomination. Probably, because I favour the tontonic fashions, have a soft spot for sausages, provided they are properly made! Now, for breakfast, cold dishes, after something hot, are another matter and the only difficulty I encounter there, is that I cannot get my wife to see eye to eye with me on the subject and that I am not such a hearty eater, as I used to be! I am told by my Chancellor of the Domestic Exchequer that to gratify my lordly taste for cold breakfast dishes, would require a lordly house-keeping allowance and, of course, nobody who writes for the *Swiss Observer* could do that. But doesn't it sound boastful when you read above "who eats a cold lunch from choice!" Horrible! Mind you, even I really do enjoy a cold lunch sometimes, but *never*, from choice! The culture of a people advances in the same proportion as its ability to disguise raw meat by cooking it and serving it *hot*! Dixi! After all, we are some way off the time when meat was prepared for human consumption by placing it under the saddle and riding on it until it was done!

Death of a former Swiss Journalist.*Bournemouth Visitors' Directory*, 18th Oct.

For thirty years London correspondent of two widely read German newspapers, the "*Frankfurter Zeitung*" and "*Vossische Zeitung*," Charles Christopher Schardt, a well-known Swiss journalist, died on Monday after a short illness, at 50, Herberton Road, Southbourne.

Mr. Schardt, who was in his 81st year, came to Bournemouth with his wife in 1911, broken in health after strenuous years in Scarborough and the Metropolis. During the earlier years of his retirement articles from his virile pen frequently appeared in the columns of this journal. As his wife remarked to a "*Times and Directory*" representative, "once a journalist, always a journalist, and Charles would have lived miserably had he not continued to write. His was a retiring disposition. He looked at everything, including religion and politics, from the point of view of 'copy'."

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There are many factors in success in life. Success demands a certain amount of knowledge and elasticity of mind, as well as initiative and energy. But we must recognize among the elements of success, that a change from one set of conditions to another is often an important factor. One man, who might never have risen above mediocrity in his native town, emigrates to a new country and succeeds in an extraordinary way.

The colonies have been built up by successful settlers, who emigrated from the home country in search of bigger opportunities. What is the cause of this? Is there something in the air of a locality which electrifies men and women into action? Is transition to a new land a stimulus which awakens buried forces? Let us examine these questions.

There can be no doubt that new conditions and a change of climate produce changes which—in certain cases—make for success. Men and women leave the native village or town, and seek their fortune in London or some other big city. The result is that very often they succeed as they could never hope to succeed in their native town. Certainly opportunities are greater in the big city, but competition is also keener. The man works with one aim—to succeed; and so, the dynamics of success carries him forward.

Probably the change in climate and the new surroundings produce a change in mind and outlook. It has been pointed out that the man who in his native place lacks energy will frequently change completely upon settling down in a new locality. It may be argued, however, that the type of man who succeeds abroad would have succeeded anywhere. But that is not so, for new surroundings and opportunities often act as an incentive of a high order.

Thus new conditions, with their greater opportunities, create within people new desires and ambitions, so that emigrants become not only successful, but by force of character they help to build up the community in which they settle. Let us take some outstanding cases.

Mr. Pulitzer went to America from Hungary, practically destitute and penniless, hoping to secure a situation as a waiter in a café. He succeeded beyond all his dreams, and became, eventually, editor and proprietor of an influential New York paper, "*The World*." Forty years after his arrival in America he endowed a school of Journalism, in 1903, with a million dollars, in Columbia University.

One of the outstanding figures in the political and commercial life of South Africa was Mr. Beit, who amassed an immense fortune. Alfred Beit was born in Hamburg in 1853, and came of an old Jewish family. Emigrating to South Africa he became a staunch friend and supporter of Cecil Rhodes. As director of the Rand Mines and several South African railways he attained a commanding place in the life of South Africa.

America has assimilated thousands of Irish emigrants, besides Germans, Poles, and Italians. The Irish emigrants, in thousands, unable to make headway in Ireland—owing often to lack of opportunity, poverty, or political unrest—have found a new home in the far west and succeeded in an amazing way.

Irish Americans have become, in the United States, a strong and powerful element in that great country of their adoption. And America goes on absorbing thousands of Europeans who become useful citizens in the new lands of the west and adapt themselves quickly to the new conditions. So there can be no doubt that a new country with its wide spaces, its changes in climate and atmosphere, often acts on the emigrant like some electrical force.

Many Irish settlers are found in our British colonies. In Victoria, South Australia, three Irish premiers were Sir John O'Shanassy, Sir Charles Gavan Duffy, and Sir Bryan O'Loughlin. Duffy left Ireland like a "corpsé on a dissecting table," says the author of "*The Irish in Australia*," and his story is an extraordinary one. Born in Ireland in 1816, he settled as a journalist in Dublin, and along with John R. Dillon, founded "*The Nation*" in 1842. He became mixed up in Irish politics and was tried for treason and felony in 1848, but was acquitted.

Seven years later, on the disruption of the Independent Irish party, he emigrated to Australia, where he became Minister of Public Works, and subsequently Premier of Victoria, and then, in 1877, Speaker of the Legislative Assembly.

Sir John O'Shanassy, who became one of the promoters of the Colonial Bank, was Prime Minister of Victoria three times.

For centuries, Scots folk have taken the road southward—which Dr. Johnson declared was the best prospect in all Scotland. Some of the greatest lawyers and judges in England have been Scots. Lord Chief Justice Mansfield was a judge whose memory is held in respect and esteem, while Lord Erskine and Lord Brougham were both Scots.

The Bank of England was founded by a wealthy Scotsman, William Paterson, who was born in Dumfriesshire in 1658. He was consulted

by William III. on state affairs and helped to promote the union of England & Scotland. Sir John Gladstone, father of the great Liberal statesman, Wm. E. Gladstone, was a Scot who settled in Liverpool and became a successful merchant. Himself an M.P., he chose a political career for his famous son.

Recently, we found that both the Archbishops of the Church of England were Scotsmen—Dr. Randall Davidson and Dr. Cosmo Lang. Then hundreds of doctors, clergymen, teachers, statesmen, and others—such as stewards on large estates—are Scots, who migrated southward. And then the Scot has emigrated in thousands, settling in every part of the Empire.

Especially in New Zealand, Australia, and Canada, we find large communities of people who are descended from the Scottish settlers who opened up the country and so built up new towns by their industry and grit. Two of the great Empire builders in modern Canada were Lord Strathcona and Lord Mount Stephen—both Scots who settled as young men in Canada.

Cardinal Mazarin, a great statesman in France in the days of Louis XIV., was an Italian by birth and education. He settled in France, succeeded Richelieu, and became tremendously powerful till his death in 1661. Then thousands of French people during the wars of religion settled in Britain, bringing with them their trades and spirit of industry, thus enriching our land with new blood and fresh ideas.

Many are the great names of those who found fame and fortune in foreign lands since the days when William the Conqueror landed in England and unified the land. John Calvin was a Frenchman who settled in Switzerland; Bucer, a German theologian exercised a great influence in England under Archbishop Cramer; Panizzi, an Italian, organized the British Museum; and George Müller, a German Baptist preacher, established a great orphanage outside Bristol and gained world-wide fame as a philanthropist. So the foreigner influences other lands and proves a force in the land of his adoption.

Above article is reprinted from the *Bolton Evening News*. "After reading the last sentence I thought that, may be, there is hope even yet," says our esteemed collaborator "Kyburg." In fact there is not only hope in this respect for the Swiss emigrants, but also a splendid record of achievements.

A BEAUTIFUL BOOK ON THE SWISS ARMY.

As mentioned in our issue of the 12th October a most beautifully illustrated book on the Swiss Army, "*Its Origin and Traditions, its present Form and its Necessity*" as the sub-title describes it, has been published by the S.A. d'Editions Artistiques, in Geneva, under the patronage of Federal Councillor Scheurer (head of the Military Department), the presidents of the Council of States, Wettstein, and of the National Council, Walther, a number of the highest army officers and the associations of Swiss Officers and Non-Commissioned Officers.

On 250 pages the book gives a historical survey of the development of our army from Cantonal units in the earliest day of the Federation up to the present. A special and very interesting chapter is devoted to the services of Swiss soldiers and troops abroad up to the time when, in 1859, Parliament decided to forbid to all Swiss to take up military service abroad except by special permission of the Federal Council. The main part of the book is devoted to a description of our present army, its organisation, functions and general purpose. The volume is profusely illustrated with nearly 350 pictures and photographs. It concludes with a brilliant justification of the continuous existence of our Militia Army. In order to facilitate and cheapen the purchase of the book by members of our Colony, the *Swiss Observer* gladly undertakes to supply it on receipt of the remittance at the following published prices:—

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On another page we publish an appreciation of the book by Colonel von Wille, to be followed next week by a notice by Colonel Feyler.—THE ED.

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