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contrent de l'opposition parce qu'incommodants pour le voisinage.

Quant aux frais d'installation et d'entretien de ces signaux, on admet qu'ils se partagent entre le chemin de fer et le propriétaire de la route.

Les expériences faites sur les réseaux où fonctionnent des barrières automatiques démontrent que la barrière simple, avec feu rouge visible des deux côtés, est préférable à la barrière double.

Un autre problème important et qui se pose depuis l'electrification est la fixation de la hauteur maximum des camions, charge comprise, pour éviter le contact avec les conduites aériennes aux passages à niveau.

On voit par là que le problème est délicat et que sa solution exige toute l'attention des nombreux intéressés.

* * *

LE SURVOL DU TERRITOIRE SUISSE.—Le Département politique eut de nouveau à se prononcer, l'année dernière, d'entente avec le Département des postes et des chemins de fer et le Département militaire, sur diverses demandes adressées par la voie diplomatique et sollicitant, pour des aviateurs étrangers, l'autorisation de survoler le territoire suisse ; il eut également l'occasion de transmettre un certain nombre de requêtes de pilotes suisses qui désiraient survoler le territoire d'Etat étranger.

On sait que le survol d'un Etat étranger par un aviateur civil est subordonné à l'octroi d'une autorisation lorsque les deux pays intéressés n'ont pas conclu un accord général sur la navigation aérienne. Une autorisation spéciale est toujours nécessaire pour les aviateurs militaires.

Par suite de l'absence de convention, le Département politique dut intervenir dans quelques cas auprès des autorités italiennes, des aviateurs italiens ayant franchi la frontière suisse sans observer les formalités nécessaires. On a, d'autre part, signalé au Département quelques cas où des aviateurs suisses avaient survolé dans les mêmes conditions, le territoire italien.

* * *

NOTRE ELEVAGE CHEVALIN.—Il faut croire que les qualités de l'élevage du cheval de trait jurassien et de l'élevage du cheval de selle romand commencent à franchir le cadre de nos frontières. En effet, la mission tchécoslovaque qui se trouvait, il y a quelques jours dans les Franches-Montagnes, dans le dessein d'étudier les chevaux, étalons et juments, n'a pas caché qu'elle trouvait leurs qualités absolument remarquables. Cette mission, composée pour la plupart d'étudiants vétérinaires et d'aronomes des universités de Prague et de Brunn, désirait un cheval de taille moyenne, à l'ossature moins grosse, mais plus dure, que celle du cheval belge. Or, les caractéristiques du cheval franc-montagnard sont précisément ce type d'étalon bien ramassé, rablé, et dont la hauteur du garrot est sensiblement égale à la longueur du corps.

Inutile de dire que le passage de la mission tchécoslovaque a suscité bien des espoirs et qu'il en résultera certainement un regain de confiance dans les destinées de notre élévage chevalin romand.

En effet, on sait qu'en Suisse romande les Vaudois sont seuls à élever le cheval de selle, tandis que les Franches-Montagnes et le canton de Neuchâtel se sont spécialisées dans le cheval de trait.

M. Scheurer lui-même, au cours d'un discours, déclarait, il y a quelques années que pendant les mobilisations, le cheval d'artillerie par excellence s'était révélé être le solide cheval franc-montagnard qu'on élève dans tout le haut plateau qui va de la région de Saignelégier aux Breuleux et aux Bois, à Bellelay et jusqu'à la région du Clos-du-Doubs et de la vallée de la Sorne.

Les dix syndicats jurassiens, avec leurs 3007 sujets primés, représentent en tout cas 83% de l'ensemble des chevaux de trait primés en Suisse romande et 52,78% de tous les chevaux primés en Suisse.

On comprend que la mission tchécoslovaque ait reconnu d'emblée cette prépondérance, qui, hélas ! n'est pas encore aussi facilement admise chez nous. Quand on l'aura comprise, on s'arrêtera vraisemblablement de faire venir des chevaux de l'Allemagne du nord et de la Hongrie pour donner la préférence, à égalité de qualités et de prix, à nos bons chevaux indigènes.

* * *

DANS L'HORLOGERIE.—A la suite des décisions prises par la commission spéciale chargée d'organiser la campagne contre l'augmentation des droits de douane sur l'horlogerie aux Etats-Unis, une réunion de cette commission avec le comité de l'Association suisse des exportateurs d'horlogerie en Amérique a eu lieu à Neuchâtel pour examiner la situation.

Il a été reconnu que, pour le moment, l'envoi d'une délégation aux Etats-Unis n'était pas indiquée et que, conformément à l'avis des importateurs américains, il y avait lieu, d'y renoncer ou en tout cas d'y surseoir.

La requête des fabricants d'horlogerie américains exposant leurs revendications définitives à la commission des voies et moyens a été ensuite examinée. Cette requête selon la Fédération horlogère suisse, justifie pleinement les mesures déjà prises jusqu'ici, celles figurant au programme d'action, adopté par l'assemblée à Neuchâtel, ainsi que toutes celles qui pourront être envisagées comme utiles et efficaces. La commission spéciale travaillera en commun accord avec le comité de l'Association suisse des exportateurs d'horlogerie en Amérique pour continuer la campagne avec célérité et vigueur.

* * *

CHAMOIS ET BOUQUETINS.—Le nombre des chamois a augmenté dans presque tous les territoires gardés de la Confédération et est actuellement évalué à 11,000 individus. Les chevreuils sont également représentés dans presque tous les territoires gardés.

Les plus grandes colonies de bouquetins sont celles des Grauer Hörner (35 individus) et du Piz Albris (29 individus). Des essais ont été également faits dans le Valais pour y acclimater ce gibier, et l'année dernière, avec l'appui financier de la Confédération et du canton, on a lâché 5 jeunes bouquetins dans le territoire garde du Mont Pleureur et 2 au Piz Albris. En comptant la colonie du parc national suisse, on peut evaluer le nombre des bouquetins vivant à l'état sauvage en Suisse à 100 environ.

Dans la plupart des territoires gardés on trouve également le renard, tandis que la martre et le putois deviennent plus rares. Le grand aigle est également signalé dans la plupart des territoires gardés.

* * *

UN VAGON DE MARCHANDISES PREND FEU.—Un train de marchandises, venant de l'intérieur de la Suisse, trouvant le disque fermé, s'arrêta à la gare de San Paolo près de Bellinzone. Soudain des flammes jaillirent d'un vagon chargé de pneumatiques expédiés de Bruxelles à destination de l'Italie. Le personnel du train isola immédiatement le vagon et prit des mesures pour maîtriser le feu ; mais le chargement fut presque entièrement détruit et le vagon gravement endommagé.

Les dégâts sont évalués à 25,000 fr. L'incendie aurait été provoqué par une étincelle provenant des freins surchauffés.

* * *

UN CAMION MILITAIRE CULBUTE.—Mercredi soir, un camion automobile de la compagnie d'aviation 7 a roulé au bas d'un talus, entre Sierre et Pralong. Quatre des soldats qui l'occupaient ont été blessés, dont un grièvement, le caporal E. Schmidt, de Genève. Les trois autres ont des contusions sans gravité.

La compagnie 7 d'aviation avait mobilisé mardi à Payerne, sous les ordres du capitaine Marcel Weber. De là elle avait gagné Sierre avec ses auto-camions.

Dans l'après-midi, la colonne du parc roulait sur une route étroite le long du Rhône, lorsque le terrain s'effondra au passage d'un lourd camion transportant des hommes. Le véhicule avait fait un double looping et était tombé au fond d'un ravin.

On releva quatre blessés et des soins leur furent immédiatement donnés. Le caporal Ernest Schmidt est le plus gravement atteint ; il a la colonne vertébrale brisée. Les autres blessés sont Hermann Faesch, André Treybal et Joseph Bagno. Ils ont tous été transportés à l'Hôpital de Sierre.

Après cinq heures d'efforts le camion a pu être retiré du ravin.

* * *

MORT EN SELLE.—M. Herbert Gans, 79 ans, doyen des avocats genevois, est mort subitement mercredi matin sur son cheval, au manège où il se livrait fréquemment aux plaisirs de l'équitation.

* * *

DECES.—A Lausanne vient de mourir, à l'âge de 83 ans, l'ingénieur Julien Chappuis, bien connu en Suisse sous le nom de "Chappuis de Nidau."

Originaire de Rivaz, il était né le 15 septembre 1846 ; il fit ses études à l'ancienne Ecole spéciale, qui devint plus tard la Faculté technique, puis l'Ecole d'Ingénieurs de la Faculté des Sciences de l'Université de Lausanne. Il fit partie de la Société vaudoise de Stella et était sauf erreur le doyen des Anciens Stellions.

Après avoir obtenu son diplome d'ingénieur, il travailla d'abord comme dessinateur à Yverdon, de 1868 à 1869 ; il entra ensuite au service des études de la correction des eaux du Jura à Nidau, où il fut de 1869 à 1874. C'est alors qu'il s'associa avec son camarade d'études Charles Wolf et fonda avec lui et l'ingénieur Probst la grande entreprise et les ateliers mécaniques Probst, Chappuis et Wolf à Berne et Nidau, qui exécuta les grands ouvrages de la correction de l'Aar et de l'abaissement des lacs de Neuchâtel, Bienne et Morat, ainsi que d'autres importants travaux. La réputation de cette maison et des ingénieurs qui la dirigeaient s'étendit au loin.

En 1904, Julien Chappuis quitta Nidau et alla s'établir à Genève, comme ingénieur-conseil. C'est lui qui construisit entr'autres le chemin de fer d'intérêt local de Chamonix à Montenvers. Il fut chargé de nombreuses expertises. Il était ingénieur-conseil de la Compagnie du chemin de fer d'Yverdon à Ste-Croix, depuis sa fondation.

Rentré à Lausanne, il y a quelques années, M. Julien Chappuis fit le commerce de combustibles. Jusqu'à ces derniers temps, il était resté d'une verdeur étonnante.

C'était un homme charmant, un conteur délicieux, qui avait vu beaucoup de choses dans sa vie extraordinairement active. Il s'est éteint doucement, laissant à tous le souvenir d'un ingénieur de grand talent, d'un travailleur infatigable.

NOTES AND GLEANINGS.

By Kiburg.

Stone Age Comedy.

"Casual water" was frozen over on Saturday morning, the shining ice explaining the necessity for leather coats and other warm coverings which most golfers had donned that morning. By eleven o'clock, however, the warmth of the sun had become very pronounced and the aforementioned warm coverings a burden to most of us. Which makes me think of our British climate as being somewhat akin to my job of looking through the various notes and gleanings from the British Press, i.e., "samples only" (chestnutty joke !).

However, to proceed : I always thought, when looking at the model of the lake-dwellings, alias Pfahlbauten, so nicely set up in the National Museum at Zurich, that our forebears must have had a rather chilly time of it and I have often wondered whether they were familiar with water rats and other vermin, and if so, whether they knew of any really efficacious method of dealing with such pests . One of our compatriots has gone one better, has thought more deeply than I—which, by the way, is not a difficult achievement—and has built up a tragi-comedy called "The Pfahlbauer" which was recently produced at the Berne Theatre. Says the *Morning Post* (March 28th) :—

"The première at the Berne Municipal Theatre of "Die Pfahlbauer" ("The Lake-dwellers"), the new tragi-comedy by the Swiss dramatist Jakob Bührer, has evoked the liveliest interest in Swiss literary and dramatic circles.

The action is set in the pre-historic times of the lacustrine communities in Switzerland, the dominant idea being that implements determine the course of culture. The introduction, for instance, of the bronze axe in the place of the more primitive stone implement throws human thought into confusion and creates new circumstances amid which the more advanced thought is evolved and developed.

Man is thus fashioned by his implements and is inherently neither good nor bad but only relatively so. Herr Bührer also uses this material to express his criticism of modern society, frequently in an amusing manner and sometimes quite effective.

His theme may not be new, but its treatment lends to it a certain originality. The play is well produced by the Berne Theatre.

Swiss Wine Industry.

From *The Times* (April 1st) :—

In 1928 Swiss vineyards yielded about 480,000 hectolitres of wine, valued at £2,668,000, as compared with 309,000 hectolitres (worth £800,000) in 1927, and 453,000 hectolitres (worth (£2,200,000) in 1926. The vintages of the past three years may be regarded as good, but the wine industry is passing through a severe crisis.

There were 76,000 acres under cultivation as vineyards in 1898, but only 34,320 in 1928, a drop of more than 50 per cent. in 30 years. The trouble is mainly due to the high cost of labour and to diseases attacking the vines. The Secretariat of Swiss Peasants is trying to devise some means for encouraging the cultivation of the vine, and it suggests that new mechanical appliances should be found for use in the vineyards, that research should be made into the means of combating diseases, and that some system should be devised for financing the vinegrowers during bad years.

The above made me feel very sad, because I am a firm believer in "bottled sunshine," taken in moderation. As a matter of fact nothing, or hardly anything, makes me so cross as to see someone gulping down good red wine, or white wine for matter. I have fortunately been taught how to taste wine, how to love it as a great gift of Nature to mankind and how to sip it almost reverently. Good wine, drunk properly, is God's gift, just as much as good wine drunk immoderately is the Devil's curse. Here, as nearly always where human affairs are concerned, the golden path lies in the middle course.

Death of Famous Joke.

Most of us will rejoice to learn that that old joke about the Swiss Navy can now be countered effectively, for, according to the *Referee* (March 24th) :—

The old joke about the "Swiss Navy" is dead.

Switzerland is now open to the North Sea, for here, 800 miles inland, has been formed the nucleus of a mercantile marine.

Statistics issued in connection with the transport section of the Swiss Industries Fair, which opens in Basle on April 13th, show a remarkable

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growth within the last two years of Basle as a Rhine port.

Basle has become the terminus of Rhine navigation. The city, one of the richest and most productive in Switzerland, is now in direct water communication with Rotterdam, Antwerp and other important Continental ocean ports.

Powerful tugs towing long strings of barges carry goods to and from the new Alpine port. The annual river freight turnover at Basle now exceeds 400,000 tons.

To extend Switzerland's important marine trade of the future several inland navigation companies are now established here. Numerous firms who re-ship merchandise by way of the river and canal systems to Central Europe and the Near East have opened offices in the city.

Nearly £2,000,000 sterling are already invested in the two great Rhine harbours of Basle, which when completed will be among the finest in Europe.

And so we shall be able, if our holidays last long enough and we have a mind to take things quietly and patiently, to go by boat from England to Basle in a manner leisurely and pleasant, if slow, and to admire, en route, all the fine scenery along the Rhine, sing to the Lorelei, or be sung at by her, and, remembering that last bit of news recorded above, sample some of the choicer Rhine wines!

Capital Punishment.

And there is a further reason for choosing Switzerland as a place wherein to spend a happy holiday and a *safe* one, and that is that murders are less frequent there than in countries where capital punishment is still in force. Says the *Daily Herald* (April 1st):—

The latest statistics from America are extremely valuable as illustrating how valueless "capital punishment" is in preventing murders.

In 1928 the rate of murders in the United States was 10.2 to the million, while in some cities like Detroit it was 16.5, and even New York was 6.7.

Holidaymakers who want to go abroad might go, therefore, with greater safety to Switzerland, Belgium or Germany, where capital punishment is non-existent, while they would hesitate to go to Chicago, which had 498 murders last year.

Poison Gas Peril "Over-estimated."

Safe and wine-growing countries, such as our own dear Homeland, naturally and quite logically produce a frame of mind which can look perils in the face without being frightened too much, and which enables one to see the better side of things in general. So, while we have been getting badly frightened over the prospects of being gassed whenever the next war comes along—a possibility which I fervently hope will never materialise again—one of our Swiss Colonels has formed a less panicky idea of that peril. I find in the *Evening Standard* (April 2nd):

Colonel Betsch, chief of the Swiss Technical military department, in a lecture at Lausanne, declared that too much importance was attached to the efficacy of poisonous gas as a weapon of war, and that a number of favourable factors were necessary before it could be employed.

The most important factor was the wind.

The inefficacy of poison gas on both sides of the belligerent armies during the war was proved by statistics, which showed that deaths from gas amounted to only three per cent. of the large forces engaged, whereas the mortality in the armies from other military arms amounted to 50 per cent.

Colonel Betsch declared that as the utilisation of gas masks had been perfected in all countries the danger from this source for armies had greatly diminished.

Attacks from aerial craft with bombs on large capitals and nerve centres of war would be difficult owing to the great opposing forces of similar formations.

He claimed that an invading squadron of airplanes with the object of unloading gas on a town must come down to an altitude of 6,000 feet so that the poison gas on explosion might have its maximum effect, because from a higher altitude the force of the gas lost its power, and at this low altitude anti-airplane guns would be employed with effect.

But, nevertheless, Heaven forbid that any such theories should have to be put to the test again!

Future of the Swiss Guards.

The problem of the Vatican's Swiss Guard has naturally been discussed lately, now that we have the reconciliation between His Holiness the Pope and the Kingdom of Italy. Irish Papers have given this question prominence, and I quote from the *Irish Independent* of March 23rd the following:—

It is an open question whether or not the new Treaty will necessitate the disbanding of the Swiss Guard. This corps, numbering about 100 officers and men, is recruited from the German and Swiss cantons of Switzerland. An Article in the Swiss Constitution prohibits Swiss subjects from accepting service in the army of any foreign Power.

It is feared, therefore, that the Swiss Guard may fall under the ban when the new Papal State comes into being. The *Giornale d'Italia*, however, puts forward the view that neither this corps nor the three others which form the Pontiff's bodyguard, namely, the Noble Guards, the Palatine Guards, and the Gendarmerie, can in any way be considered foreign armed forces, as they are charged with simple police duties, and membership in them is of an honorary character.

The Swiss Guard has not shouldered a rifle in the Vatican for more than twenty years. It has a distinguished record of loyalty to the Holy See, and was founded in 1505 by Pope Julius II., who recruited 2,000 men, of whom 250 followed him to Rome. They were butchered almost to a man in St. Peter's, where they barricaded themselves during the sack of Rome in 1527.

Swiss Forest Fires.

Many of us have deeply regretted the serious fires which have devastated some lovely spots in the home counties recently. Some of us know those spots well, love their Arcadian beauty, go there sometimes when no crowds are about, and feel happy that Fate has put us into a country the beauties of which are not so majestic, perhaps, as those of our homeland and want more finding, but are sweet and full of the most exquisite charm. And we deplore their defilement, be it by litter left by the thoughtless wanderers, or by fire, so often, alas, due to carelessness.

But still more poignant is our sorrow when we have to read of such devastating fires ravaging some of the most lovely beauty-spots of our beloved Ticino, as reported in the following article from *The Times* (March 18th):—

In consequence of the prevailing drought, several forest fires have broken out in Switzerland during the past four days.

Many acres of forest were destroyed on the hills near Orselina, above Locarno, by a fire which broke out on Tuesday and was not extinguished until Saturday. Great damage was caused to the woods on Monte Salvatore, near Lugano, by a fire which began on Thursday evening, and at one time threatened the hotel and railway station on the summit of Monte Salvatore. A forest fire has been raging since Friday night in Val Morobbia, Canton Ticino. Ten acres of forest have already been destroyed on a mountain above Corcelle, Canton Neuchâtel, by a fire which is now spreading westwards.

Orselina, Monte Salvatore! What music in these names, what *souvenirs* they evoke, what fierce longing to hasten to those beautiful jewels of our sub-Alpine scenery, to hear again the melodious voices of our compatriots, to listen again to the tinkling of the innumerable bells from innumerable little churches, to look down again into the blue waters of the Lakes, to be charmed again by the three jewel-islands set in the middle of the bay off Baveno—the honeymoon islands!—what bliss in remembering those delightful times we had down there. Aye, even when we did guard the railway line early in the war, when we did belong to the 'Swiss foreign legion,' as our battalion was then called with some justification—even then our friends of the Ticino made us forget our worries and not only showed but proved what staunch Swiss, what brotherly compatriots, what lovable, fine people they were and always will be. Aye, and life was sweet, in spite of the war. And we all, who have such *souvenirs* of our various sojourns in the Ticino, are hurt when we read about devastation bringing worry and loss and anxiety to our beloved South.

SUCCESSES OF SWISS INDUSTRY.

A traveller reports from San Francisco: "It will interest you to hear of an experience I had lately. In the shop-windows here are razor blades exposed with a packing bearing the Swiss cross. I bought a few of them and entered into conversation with the manager. He told me that the blades were the best in the whole world."

It will be a source of satisfaction to everybody that even in America, the home of the razor industry, Swiss blades are able to command a ready sale. —*Schweizerwoche.*

* * *

The works Euboeolith Ltd., Olten (Switzerland) have received an order of 70,000 sq. m. of Euboeolith parquet-floors, for the branch offices of Philip-Lamps, Ltd. in Holland, Spain, Poland and England. The head office of this firm ordered, eight years ago, about 100,000 sq. m. of these floors. This last order does not only concern the factories, but also the offices, the club-houses, and the hospitals belonging to this world concern, with 25,000 workmen.

* * *

The Railway Company of the Dutch Indies, who already possess two Brown Boveri locomotives, type I.D.I., ordered from the firm of Brown Boveri & Co., Baden (Switzerland) two new engines for fast trains with individual command and B.B. axles, these two new engines being of the same type and the same size as the preceding ones. They have, moreover, a different system of brakes and some slight changes of construction. These new engines were shipped at Rotterdam for Batavia at the end of March and end of April, 1928. They ran since July on the line Batavia-Buitenzorg.

A report dated 9th June 1928, addressed to the Company, contains the following mention: "As soon as the new locomotives are on the line, the old Brown Boveri engines Nos. 3001 and 3002, which have been used for three years without any interruption, will be revised."

This is an excellent testimonial for Swiss engines; for we must not overlook the fact that these machines are running near the equator and are therefore constantly exposed to the noxious influences of a tropical climate. *Bis.*

QUOTATIONS from the SWISS STOCK EXCHANGES

Bonds.	Apr. 2 %	Apr. 9 %
Confederation 3% 1903	83.50	83.00
" 5% 1917, VIII Mob. Ln	101.25	101.50
Federal Railways 3½% A—K ...	87.25	87.50
" " 1924 IV Elect. Ln.	102.50	103.50

Shares.	Nom. Frs.	Apr. 2 Frs.	Apr. 9 Frs.
Swiss Bank Corporation	500	815	812
Crédit Suisse...	500	955	950
Union de Banques Suisses... ...	500	702	705
Société pour l'Industrie Chimique	1000	3460	3428
Fabrique Chimique ci-dev. Sandoz	1000	4700	4715
Soc. Ind. pour la Schappe	1000	4350	4260
S.A. Brown Boveri	350	570	560
C. F. Bally	1000	1390	1365
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Entreprises Sulzer S.A.	1000	1260	1260
Comp. de Navig'n sur le Lac Léman	500	510	505
Linoleum A.G. Giubiasco	100	343	340
Maschinenfabrik Oerlikon	500	845	850

BELATED EASTER REFLECTIONS.

Easter is such a comfortable holiday, and one beloved of young people. It coincides, although in England rather seldom, with the first flush of Spring, mainspring of gambolling poets and lambs. It is then, also, that the native rhubarb puts on his most glowing garb and grows visibly fatter. Needless to say, the birds begin their song in spring, but what the rhubarb is aching for is not the song but the custard; can man, I ask you, gaze upon the wondrous colour scheme of rhubarb and custard and keep the water from running in his mouth (gazers sucking a bulls-eye being debarred)? Hens, chiefly the neighbours', lay a prodigious number of eggs, and this is another reason why Easter has been fixed at this season.

Now these and many other things do constantly happen in spring, round about Easter. Shall I mention a few more? All the water taps in the house begin to leak because the frost has shrunk the washers. If you have a daughter, her dress allowance wants overhauling, with a possible trousseau thrown in. Then again, the boy's last year's flannel bags show up badly in the bright sunshine, and if it's not a new car Madame wants it's certainly a new colour on the old one. The drawing and dining rooms have long looked for new papers also, but we have not found the correct design yet.

Spring infusing benevolence into the human heart, has fortunately not overlooked the local bank managers, so that the constancy of the old overdraft is and remains a tacit understanding. Yet there is a horrid fear creeping up my spine that, sooner or later, just when the third demand for the income tax arrives, there will be on my breakfast table a neat letter from the Bank, and its bitterness will spread over the porridge and the bacon and eggs and the apple and the marmalade and the coffee.

Still, who would not be alive in spring, tra-la. Is not then everything different, more rose coloured—in fact, every year a little more vieux rose? What are these mean and lowly troubles about money and maintenance as compared to the eagle flights of the mind? Do we not bask in the sunny south, cross oceans in mighty steamers, conquer the highest peaks, invent new and marvellous aircraft, become merchant princes without any effort and carry to the altar the most beauteous lady in Christendom?

Do we not build a palace for her the like of which has never been seen, with fairy gardens and silvery fountains, and shall we not raise a family of poets and painters, statesmen and soldiers?

All this, and much more, in spring, tra-la!

A.F.S.

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