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administration and financing of the plants in question; export of electricity at the price of production is forbidden; in case of prolonged drought, Switzerland is to be granted the possibility of utilizing a part of the energy intended for exportation to cover its own needs; after a period of 20 years foreign participation may be cancelled and the enterprises may be run, if necessary, exclusively to supply the Swiss market. Generally speaking, the Federal Authorities consider that it is preferable to leave the management of Swiss exports of electricity to plants which, first of all, regularly supply the Swiss market, rather than to concerns built purposely for exportation. S.I.T.

SOCIAL INSTITUTIONS ETC.

The Unemployment Insurance founded in Switzerland a few years ago by federal law is developing steadily. The total number of members of insurances has risen from 262,000 to 290,000 from October 1928 to October 1929. Of this number 19.1 per cent. are insured in public insurance societies, 61.2 per cent. in insurance societies organised by professional syndicates, and 19.7 per cent. in mutual insurance societies, *i.e.*, organised accordnig to the mixed system by masters and workmen.

We have on several occasions referred to the *Tobacco Duties*, the receipts of which are destined to form part of the 50 millions necessary for the establishment of social insurances in Switzerland. Hopes were first entertained that the new law proposed by the Federal Financial Department would be passed the Federal Chambers during 1929 and would enter into force on the 1st of this month. Difficulties having supervened, the Federal Parliament has not been able to take up the question last year, and it is exceedingly probable that the new law will not enter into force in 1930, certainly not before the latter half of the year. S.I.T.

RAILWAY ELECTRIFICATION.

No country other than Switzerland has electrified more than a comparatively small proportion of its total railway mileage, as indicated by the following table applying, from a railway point of view, to the more important European countries, the figures excluding narrow-gauge railways and those of a tramway character. The figures are and must be arbitrary, for it is difficult to define exactly the distinction between tramways and railways and suburban and main line electrification, but they may be accepted as indicating the general position:—

	Route Miles Electrified Track.	Railway Total Route Mileage.
Switzerland	1,203	1,943
Germany	1,010	33,350
Italy (State Railways) ...	1,005	9,910
France	754	25,990
Great Britain	620	20,243

A part only, however, of the electrified track occurs on main through lines as distinguished from suburban lines, and if the mileage of the latter be deducted, the following are the percentages of total route mileages which have been electrified for main line through traffic:—

	Per Cent.
Switzerland ...	61.9
Italy (State Railways) ...	10.1
France	2.5
Germany ...	2.5
Great Britain	0.0 if a mineral line 21 miles in length be excluded.

Home News—(*Continued*)

MILITARY SKI-ING COURSE.

Towards the end of January there will take place at Andermatt a course of instruction and practice, on skis, for officers and men of the élite and Landwehr battalions of the Ticino. The course is optional and men desirous of taking part have to announce themselves to the military authorities. As the élite battalions of the Ticino, together with those of Uri and Schwyz, form the mountain infantry brigade of the 5th Division, and as the Landwehr battalions are included in the special mountain infantry units forming the garrison of the fortified region of the Gothard, it is considered important that a fair proportion of the men should be efficient on skis.

Considering the lavishness with which Switzerland is piling up military expenditure, I should have thought it would have been considered a profitable investment to grant free travel to those desirous of returning from abroad to take part in the ski-ing course.

"FRIENDS OF FASCISM."

Concern has been expressed by several of the newspapers of the Ticino at the recent decision of the leaders of fascism to form groups called "Amici del Fascismo," recruited from non-Italian sympathisers with the existing régime. It is feared that this might make it awkward for Ticinesi and our other compatriots resident in Italy. *O.B.*

A feature common to the Continental countries is the availability of water for generation of electric power, while a further similarity of conditions is the non-existence of native coal in Switzerland and Italy, and the partial dependence of France, more particularly in the centre and south, on imported supplies.

A third feature, common to Switzerland and the districts in Italy in which electric power is being or has been substituted for steam, is the comparative steepness of the grades, and the consequent limitation of loads and speeds, and for conditions such as these the power of the electric locomotive to haul greater loads at higher speeds is obviously of great economic value. By the courtesy of Mr. Roger Smith, Member of this Institution, I am permitted to refer to statistics appearing in his inaugural address of 1927 to the Institute of Transport, which are quoted as indicating the relative effectiveness of steam and electric locomotives. Taking, for example, the St. Gothard Railway, with grades of 1 in 37, the standard load for steam locomotives is given as 325 tons, and for an electric locomotive 490 tons, while the speed is stated to be increased under electric traction by 20 per cent. to 24 per cent. for both passenger and goods trains. In this country the grades of through main lines are not generally severe, and the steam locomotive is capable of hauling a passenger train at a speed as high as is generally required or, perhaps, even considered desirable; while the length and therefore the weight of trains is controlled by the length of platforms rather than by the limits to the power of the locomotive. Water power, moreover, is not available in this country in large quantities; while, on the other hand, coal exists in abundance.—(*Modern Transport.*)

Heavy Sugar Imports to Switzerland.

In 1852, 751 waggons of sugar were imported into Switzerland and in 1928 the amount had increased to 14,380 waggons. This figure represents a little over ½ per cent. of the world's total sugar production. Domestic beet production roughly covers but 1/12 per cent. of the country's consumption. The principal countries which supply Switzerland with sugar are Czechoslovakia, Belgium, France, Java, Holland and Cuba.

FOYER SUISSE.

This year the House Committee of the Foyer Suisse again invited all the old people of the Colony for a reunion at 12/15, Upper Bedford Place, W.C.1.

Over 80 invitations were sent out and 40 guests—their ages ranging from 68 to 84 years—sat down to Luncheon on the 16th December.

Monsieur Paravicini, the Swiss Minister and Hon. President of the Trust kindly took the chair. The hall at No. 15, was charmingly decorated and a most happy atmosphere prevailed throughout the proceedings.

The chef had excelled himself with a Menu admirably suitable to the occasion.

The music too had been carefully chosen. Patriotic songs and Yodels were interspersed by some delightful instrumental music to the general satisfaction of everybody. Various short speeches were made, also the following letter read:

Messieurs du comité du Foyer Suisse à Londres.

Je regrette énormément de ne pouvoir aller au—The old Folks Luncheon on Monday the 16th—car je ne puis voyager seule, et je n'ai pas de Fairy God Mother pour m'y mener. Mais je suis très touchée de votre aimable invitation, d'avoir pensé à moi, et je vous en remercie de tout mon coeur.

J'espère que mes Compatriotes et Contemporains, Swiss Old Folks, seront aussi heureux que moi Lundi prochain, et je penserai à eux.

Je suis invitée aussi dans ce petit village de Wribbenhall, toutes les amies, le 1er. jour de l'an, pour un "Old Folks Supper and Entertainment." Alors Messieurs, voyez comme je suis gâtée, même par les Anglais. Là où la plus âgée reçoit un prix en argent. J'aurai 86 ans le 29 février de sorte qu' il se peut que je remporte le prix. Ici tout le monde m'appelle "La jeune vieille dame."

Chers Messieurs du comité, veuillez accepter mes remerciements et aussi mes meilleurs voeux pour chacun de vous, ainsi que mes Compatriotes. G.W.

After Luncheon Monsieur Paravicini made a most appropriate speech especially emphasising his own pleasure at meeting so many of the old stalwart representatives of the home-country. He also suggested that the Foyer Suisse might imitate the Worcester friends and offer a prize to the oldest Swiss Citizen living in London or England. He would feel proud, the Minister said, to hand a Silver Cup and a bouquet of red and white flowers to the winner next year.

At 3.30 the happy gathering broke up, everyone the better for having spent a few hours in a genuine Swiss atmosphere.

SWISS BANK CORPORATION,
(A Company limited by Shares incorporated in Switzerland)

Our service of
TRAVELLERS' CHEQUES,
which are issued in denominations of £2, £5 and £10, should prove of great convenience to all who contemplate travelling abroad. The cheques can be obtained at our
***City Office,* 99, Gresham Street, E.C.2.**
and at our
***West End Office,* 11c, Regent St., S.W.1,**
which is situated next door to that of the Swiss Federal Railways.

FOYER SUISSE, 15, Upper Bedford Pl., W.C.1

Swiss Girls and Ladies are cordially invited to an
AT HOME
EVERY SUNDAY FROM 3.30 P.M.
English Talks, Debates, Singing.
TEAS PROVIDED *Council of Foyer Suisse*

CITY SWISS CLUB.

Messieurs les membres sont avisés que la prochaine
ASSEMBLEE MENSUELLE
aura lieu le MARDI 7 JANVIER au Restaurant PAGANI, 42, Gt. Portland Street, W.1 et sera précédée d'un souper à 7 h. (prix 6/6).

Pour faciliter les arrangements, le Comité recommande aux participants de s'annoncer au plus tôt à M. P. F. Boehringer, 23, Leonard St. E.C.2 (Téléphone: Clerkenwell 9595).

ORDRE DU JOUR:
Procès-verbal. Démissions.
Admissions. Divers.

Divine Services.

EGLISE SUISSE (1762),
(Langue française.)
79, Endell Street, near New Oxford St., W.C.2.

Dimanche 5 Janvier 11h—"Voyant qu'ils le suivaient Jésus leur dit: que cherchez-vous" Jean 1/38. Mr. R. Hoffmann-de Visme.
6h 30—Mr. Marcel Pradervand.

Chers Amis et Paroissiens,

De tout coeur je vous souhaite une heureuse année! Et j'ajoute à ces voeux mes remerciements, les plus vifs pour tout ce que vous m'avez remis pour organiser les fêtes de Noël 1929. Votre concours si généreux et surtout vos nombreux témoignages d'affection, dans ces temps si durs pour moi, m'ont été infiniment précieux. Que Dieu vous le rende! Merci!

Votre tout dévoué,
René Hoffmann-de Visme.

SCHWEIZERKIRCHE
(Deutschschweizerische Gemeinde)
St. Anne's Church, 9, Gresham Street, E.C.2.
(near General Post Office.)

Sonntag den 5. Januar 1930.
11 Uhr morgens Gottesdienst & Sonntagschule.
7 Uhr abends Gottesdienst.
Dienstag den 7. Januar 1930—3 Uhr nachmittags Nähverein im Foyer Suisse.

KREMATION.

Alice RIESEN von Oberbalm (Kt. Bern), geb. 14. Juli 1909, gest. 28. Dezember 1929—Kremation 31 Dezember.

FORTHCOMING EVENTS.

Saturday, January 4th at 7 p.m.—SWISS MERCANTILE SOCIETY: Fancy Dress Dance at the Midland Grand Hotel.

Tuesday, January 7th, at 7 p.m.—CITY SWISS CLUB Monthly Meeting at Pagani's Restaurant (See advt.).

Wednesday, January 15th at 7.35 p.m.—NOUVELLE SOCIETE HELVETIQUE: Ordinary Monthly Meeting at Swiss House, 34/35, Fitzroy Square, W.1.

Wednesday, February 5th at 7.30 p.m.—SOCIETE DE SECOURS MUTUELS: Monthly Meeting at 74, Charlotte Street, W.1.

Tuesday, March 11th—UNIONE TICINESE: Annual Banquet, Ball and Cabaret at The Monico Restaurant, Piccadilly Circus, W.1.

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