Zeitschrift: The Swiss observer : the journal of the Federation of Swiss Societies in the UK

Herausgeber: Federation of Swiss Societies in the United Kingdom

Band: - (1930)

Heft: 430

Rubrik: Notes and gleanings

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The Swiss Observer

FOUNDED BY MR. P. F. BOEHRINGER.

The Official Organ of the Swiss Colony in Great Britain.

EDITED BY DR. H. W. EGLI WITH THE CO-OPERATION OF MEMBERS OF THE LONDON COLONY.

Telephone: CLERKENWELL 9595 — *Published every Friday at* 23, LEONARD STREET, LONDON, E.C.2. — Telegrams: FREPRINCO, LONDON.

VOL. 10—No. 430 — LONDON, JANUARY 18, 1930. — PRICE 3d.

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HOME NEWS

BERNE.

Mr. Gottfried Kunz, president of the administrative council of the Loetschberg line died suddenly on the 5th of this month. He was a former States councillor.

* * *

Mr. Minger, the newly elected Federal Councillor, has taken over the portefeuille of the military department. *J.G.*

* * *

The postal authorities at Berne are proud of the following figures relating to the second fortnight in December: 622,000 letters have been stamped by machine, postage stamps sold amount to Fr. 678,000 and they have delivered 8,500 express letters and 162,000 parcels. *T.G.*

* * *

The Board of the Seidenstoffweberei Berne has decided to liquidate. The staff of their Berne factory have received notice to take effect on February 28th next.

* * *

Chocolats Tobler A.-G. in Berne have paid off about 100 hands. *N.Z.Z.*

ZUG.

Mr. F. H. Page, son of the founder of the Nestlé & Anglo-Swiss Condensed Milk Company, and technical director of the Nestlé factories, has died at Zug, at the age of 77.

BASLE.

Differences regarding a new division of working hours in the Ofenfabrik Affolter, Christen & Co., A.-G. in Basle have led to a lock-out affecting about 200 hands.

* * *

Representatives of the Authorities, of music lovers, newspapers and other circles have met and have formed an organising committee for a Mozart festival to be held at Basle on May 10th-18th next. Provisional plans foresee the following recitals: 5 operas at the Stadttheater, Mass in C-minor by the Gesangverein in the Münster, orchestra concert in the Grosser Musiksaal by the Allgemeine Musikgesellschaft, two recitals of Chamber Music of the Conservatory of Music, also a matinée with the Busch quartette, and a concert given by the Bach-Choir. A festival service is also planned to take place in the Martinskirche. The participation as guests of prominent soloists is another point under consideration. All musical arrangements are in the hands of Dr. Felix Weingartner. *N.*

* * *

Near the Basle Central Station a motor lorry was sandwiched between two tramcars. The lorry-driver, a stranger, was evidently not familiar with the somewhat trying traffic problems and overlooked the approaching tram. Almost at the same time another tramcar came from the Margrethenbrücke and could not prevent a further collision. Both tramcars were severely damaged, but the solid construction of the lorry saved the latter from anything more serious than scratches. A short circuit and a serious dislocation of traffic, apart from material damage, was the result of the collision; fortunately both tram drivers escaped injury. *N.*

SOLEURE.

The body of 60 years old Jakob Bleuler, foreman in a dye works, was found in the brook at Langendorf. It is surmised, that Bleuler fell in on his way home during the night. *N.Z.Z.*

VAUD.

A serious accident occurred near the Lausanne aerodrome between two cars driven by flight lieut. Wuest (with three passengers) and Dr. Thélin. The first car was completely overturned; the passengers were seriously injured but the driver himself had a miraculous escape. *T.G.*

AARGAU.

The Baumwollspinnerei Wettingen A.-G. has decided to give up manufacturing and has given notice per end of March to the staff numbering about 500. During the good years the firm has accumulated a welfare fund for their staff; this fund now amounts to about 800,000 Frs. The factory itself will probably be adapted for producing artificial silk. *N.Z.Z.*

NEUCHATEL.

The Society of gold watch case manufacturers in La Chaux-de-Fonds has decided to introduce as a temporary measure the 35 hours week due to slackness in the trade. *J.G.*

THURGAU.

Notary Emil Rüegger of Märstetten was found dead at the northern end of the Thurbridge at Amlikon; his body was guarded by his dog. He had paid a call at Amlikon and failed to return. Expert opinion excludes all possibility of accident or foul play, and it is thought that a seizure was the cause of death. *N.Z.Z.*

GENEVA.

M. William Martin, Editor of the *Journal de Genève,* is giving a series of lectures on Syria, Palestine and Irak at the "Institut de Hautes études internationales." *J.G.*

* * *

The *Tribune de Genève* reports that a Swiss, M. Albert Stocker, has been condemned to six years' imprisonment by a French court for having shot his wife in Paris.

* * *

An agreement has been arrived at between the Department of commerce and industry at Geneva, the postal authorities and the Air Union at Paris for the continuation of the daily freight air service between Geneva, France and Great Britain. *T.G.*

TICINO.

Following a dispute in a café at Lugano with members of the conservative association "La garde Luigi Rossi" a socialist, who fired at the party, has injured five members. It is feared that one of the injured will loose his sight. The would-be assassin has been arrested. *J.G.*

THE SHOE INDUSTRY.

The use of machinery for boot and shoe-making enables the manufacturers to place a constant supply of new models on the market in accordance with the latest fashions. The Swiss branch of this industry, in particular, has obtained a high degree of perfection in the course of the last thirty years. The leather used in this country is of the highest quality and the finished goods are both smart and comfortable.

At the end of the 19th and the beginning of the 20th century numerous factories were founded in Switzerland, such as the "*Bally*" at Schönenwerd (still the largest concern of this kind in this country), "*Löw*" at Oberrach, "*Walder*" at Brütisellen, "*Tell*" at Frauenfeld, "*Hug*" at Herzogenbuchsee, "*Aiglon*" at Geneva and many others.

The great and rapid growth of this industry has made it necessary to look for new fields of activity beyond the Swiss frontiers. Numerous firms have found it desirable to build factories in countries which were formerly looked upon as markets for their goods; these factories, though working independently, remain under the supervision of the head factory. In other cases sale departments have been established in foreign countries. The "Bally" Works have, for instance, founded a holding society which is charged with the supervision of their factories, both in Switzerland and abroad.

There are at present more than 30 boot and shoe factories in Switzerland, differing considerably in importance. Some of these are small concerns whilst others, on the contrary, occupy a very prominent position with regard to output and often employ several thousand workmen. The total number of workmen employed in boot and shoe-making amounts to about 12,000 men and women.

Switzerland itself consumes about half of its manufactures, the other half being exported. In 1928 the value of the exports rose to 39.8 million francs for 2,184,100 pairs of boots and shoes. Some of Switzerland's chief customers are: Great Britain, the United States, Germany, France, South Africa, Holland, etc.

The kinds of boots and shoes exported vary according to the different countries, no two markets having the same requirements. Fashions also change constantly and within a short space of time. It is therefore not astonishing that there are several thousand kinds and styles of boots and shoes, and that hundreds of new shapes come into use daily. The Swiss shoe-making industry does not make a speciality of any definite model. The goods made are of the most varied kind, from the latest thing for sports to the most stylish and dainty ladies' shoe.

NOTES AND GLEANINGS.

By KYBURG.

I do not think that the "Editor's Post-Bag" in our last issue was well worth reading, if only for the very happy headlines, which, if I had had the arranging, would have read as follows, "In praise of Kyburg: A hint to Swiss Wine Importers."

Of course, the charming letter of Mlle. Dupuis—I presume she is a Mademoiselle by the very charming way she writes—would be published in the very week when I had found it necessary to ask the Editor to do without my Notes and Gleanings, because pressure of work and a nasty cold had prevented me from doing my weekly collaborative effort. However, if Readers only knew how very grateful we poor scribes are for a little bit of encouragement, for a wee sign that our efforts are meeting with appreciation and that our weaknesses are mercifully overlooked. Donc, Merci, Mademoiselle!

Gales and Rain have been the outstanding features over the week-end and have interfered not only with shipping and other transport, with telephone lines and even railway communications, but also and what is much more important, with Golf. How can one play out of a bunker when a sudden gust of wind catches you in the small of your back just at the very moment of the upswing? S'unfair, I say, but, unfortunately the Rules of the Royal and Ancient do not provide any excuse for such occurrences and the Sunday game must, therefore, be classified among those which I hope to forget soon. But, oh, what cheerfulness in the Club-House afterwards. In our club there is a very happy cameraderie between the sexes—you see, we have no licensed bar!—and during these wintry Sunday afternoons we get up bridge-fours and community lunch and tea-parties and jokes and witticisms fly all around the place. And then, home for supper and a couple of hours listening-in and so to bed.

And what has all this to do with Notes and Gleanings? Well may you ask, since, I don't know the answer myself, but then, a chap has to write about something and I have heard it said that people like best to read about things they do themselves as well and I do hope that very many of my readers will have jolly and inexpensive, but really nice Sunday afternoons, the same as we manage to have them, simply by being good clubable men and women.

However, to work:

But, before I proceed: I also belong to a Golf Club where we have a licensed bar! So, Swiss Wine Importers, please do not come to hasty and wrong conclusions!

Swiss National Park:

Children's Newspaper, 4th Jan.

The idea of a National Park for England will remind a few travellers of a part of Switzerland that very few know.

Zernetz, in the Lower Engadine Valley, is the starting point for the way to Tirol over the Fuorn Pass, a road little frequented though of much beauty. Passing through the narrow street of the village it reaches the river and mounts high above its rocky gorge, with grand forest scenery on all sides.

It never rises above the tree line, but its highest point is distinctly impressive, perhaps because it fulfils our idea of what a mountain pass should be—the crest of a ridge where we pass definitely from one side to the other.

And here no caravanserai spoils the summit; there is indeed nothing to indicate the exact point except an insignificant signpost—and the sudden view of the other side. A wide panorama of mountain and forest is spread out before us with, for a central attraction, the great mass of the snowy Ortler of Italy looming into the sky.

It is strange scenery; it has a wild, primitive look entirely in keeping with the mission that has been assigned to it, for this is the undisturbed home of all wild things.

Here, for all time, birds and beasts, may live in perfect security, for no hurt may be done to them, nor to the flowers or trees through which they roam. Over an area of fifty square miles neither axe nor scythe, neither gun nor net, may harm or destroy. All wild life here has the full and free hospitality of the country in this, the National Park of Switzerland.

Already the chamois, the eagle, and the ibex, becoming all too scarce, are feeling at home in this wide sanctuary; edelweiss and

many other rare alpine flowers are flourishing. Students of fauna and flora are welcomed, but no party of people may be larger than twenty. Not a flower may be picked, not a bough broken. When trees fall they lie, as in a primeval forest.

It is Nature's kingdom, handed back to her by the Swiss because they love their country so well and would not lose its bright, particular beauties.

Such is the National Park of Switzerland. The Fuorn Pass runs across it for miles, but from the time it enters this protected territory until it leaves it there is only one house, a modest hotel.

There is no fence or wall for boundary; it stretches too many miles for that, even if it were desired; guardians live at various corners and keep it safe from intrusion.

High mountains are in it, and one particularly splendid pyramid has the lovely name of Piz Plavna Dudaint, belonging not to any one of the three well-known languages of Switzerland but to its fourth and very ancient one, Romanic, which is spoken in this part of the country.

A propos of Swiss Alps, a lot has been heard of the many accidents which happen every year, even in our last issue, a reference was made to this unhappy subject. I think it would be as well to give complete satistics, showing the number of persons disporting themselves in Switzerland every year and showing the small percentage of accidents. Really, I do think that the Swiss Alps are much safer than say, the Streets of London and this fact might be remembered.

During the winter accidents, naturally perhaps, multiply. How many of those who, from these Islands for instance, go out to winter-sports, have any previous idea of ski-ing, etc.? But, in the future, things may improve, because "they are catching them young" now, as witness the following:

Some Winter Sports for Boy Scouts:

Manchester Evening News, 2nd Jan.

This week the International Scout Ski Races are being held at Kandersteg, in Switzerland. The competing teams represent five different countries, and the competing Scouts will all be staying at the International Scout Chalet at the foot of the Gemmi Pass.

This delightfully situated chalet, which will accommodate two hundred Scouts, was originally built to house the workmen engaged in building the Loetschberg Tunnel which carries the trains through the mountain barrier to Brigue in the Rhone Valley.

When the tunnel was completed the chalet was purchased for the Scouts and the Scouts Alpine Club was formed. The chalet is, of course, primarily a summer holiday resort, but for four weeks at Christmas it is filled with parties of merry winter sports enthusiasts.

The slalom race is one of the most interesting. Sticks with little flags on are stuck in the snow at intervals of about a couple of yards down the slope. The Scouts start at the top and must ski a zigzag course in and out of the sticks without falling or touching a stick.

This year for the first time an ice-hockey race is being added to the programme.

The Patrol Ski race is run from the Oeschinensee—that delightful little lake lying 1,500 feet above Kandersteg at the foot of the Blumlisalp, and the course lies through the pinewoods and by the side of a stream down to the village.

I remember making an expedition to Oeschinensee on skis with a party of English and Swiss Scouts the first Christmas that the chalet was open.

We had to climb over an avalanche to get to the lake, and we made tea (out of melted snow) in a little wooden chalet that was almost buried in the exceptionally deep snow.

The Chief Scout of Switzerland was the guide, and what impressed me most was the expert way in which the young Swiss Scouts could run on their skis.

Of course every boy and girl in Switzerland can ski—and it is no uncommon sight to see dozens of pairs of home-made skis standing in the snow outside the village school.

Nearly every Swiss troup of Scouts seems to have their own chalet in the mountains, and the Christmas holiday programme nearly always includes a ski-ing expedition.

In these chalets they live on the simplest fare—cheese and jam are the staple articles of diet—and they make a joke about the six-course dinners that English people insist on having in the hotels.

In the Bernese Oberland mashed potatoes and thick cream is the national Christmas dish, and the Swiss scouts were very intrigued with the plum puddings we took out with us.

Thanks to the reduced rail fares for scouts, Kandersteg is becoming the scouts' winter sports centre, and the membership of the Scouts' Alpine Club—of which the Prince of Wales is president—is increasing in membership every year. By this means new international friendships are being formed and the spirit of the Jamboree is kept alive.

And I very heartily agree with the last sentence.

A lot of correspondence has been appearing lately in British Motoring papers about the "bad manners," etc., of Swiss Motorists. Most of the letters dealing with this subject have been either too silly for words, showing bad temper on the part of the letter-writer, or then bad sources of information and a general lack of actual knowledge, so that I did not think them sufficiently interesting. However, the following, which is partly a grouse and partly not, is interesting, although it also bears the hall-mark of the chap who generalises from incidents:

Motoring in Switzerland:

Autocar, 3rd Jan.

It is strange, but true, that although there is no driving test necessary in Great Britain, the driving is on the whole much better than anywhere I have been in Switzerland. Business reasons have caused me to stay for long periods at all the important Swiss towns, so that these are not the impressions of one who has spent a brief holiday in this land. When I write that the driving is better in Great Britain I mean as regards judgment, backing, and changing gear.

It is a common sight to see bicycles, left standing by the kerb, knocked down by a backing car, the driver stopping and hopping out to prop up the bicycle again, as unconcerned as if he were used to doing this daily. And if he does not do it daily, he surely manages to do so once a week.

Looking down into the main street from my hotel window in Geneva, I noticed one bicycle, propped up against the kerb outside a shop, knocked over no fewer than five times by cars either backing or drawing up alongside.

Reversing seems a difficult job in Switzerland. The idea appears to be that the driver shall leave his car, and examine the space into which he wishes to back, enter the car, rev. up the engine until it sounds like an Imperial Airways machine testing its engine before starting, hold the steering wheel in a vice-like grip, look straight before him, and slip the clutch like "billy-o." I will say one thing. The car does not proceed in jerks as is sometimes seen in my native land. The Swiss *do* know how to slip their clutches.

Gradually the car backs, and very often comes to rest against the buffer of the car behind it. If the car has no buffer, so much the worse. "What are buffers for?" asked an irate acquaintance after I had been trying to point out to him that coming into contact with other people's cars is simply not done in my country.

In my opinion, the judgment is also very poor. In Zurich, where part of the main road was up, leaving a space of 8ft. 2in. (I measured it) to get through, I found plenty of amusement for a quarter of an hour. Lorry drivers whizzed through as our bus drivers would have done, but of 105 cars seventeen stopped (they were not obstructed) and crawled along—five of them were chauffeur-driven. Of these seventeen, two drivers—both men—actually got out of their cars to see how things were. All this trouble happened in a space of a litle more than eight feet!

And the poor gears! In London one occasionally hears a gear box being subjected to torture, and the sympathetic motorist feels sorry for it, but here one becomes quite hardened. Nevertheless, the cars seem to stand up to this treatment; and that, I suppose, is all that matters. FRANK LANNING.

As regards Mr. Lanning's comment on "judgment," I think that Londoners and other

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"Ich luh nüd nah, und luh nüd nah,
bis dass mer überall seidt:
Wä mer würkli öppis Guets will z'Esse ha
So mues mer zu üsrem Landsma Störi gah."

Erfreuen Sie mich durch Ihren werten Besuch, ich werde dafür sorgen, dass Sie wiederkommen!

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Motorists, used to driving in large cities with frightfully congested traffic conditions, probably do have better judgment "thrust upon them" as it were, than Motorists who drive in open country as a rule. At the time, I should like to see a match between an average London amateur driver and an amateur Swiss Motorist driving up some Mountain Passes or along some Swiss Country road, lined with small trees on both sides and having pretty frequent and nasty curves. I think the Swiss would win easily and again, because in that case he would be more used to it. I think therefore, that comparisons are odious.

Gear-box changing in England, and in London too, is very often quite as bad as any I have heard in Switzerland. Besides, our Swiss Motorists mostly use high powered American cars, necessitating far less gear changeing than do our Morris and other British cars of lesser horse-power. I know something about gear-changeing, running a very highly geared car which necessitates gear changeing very often. Gear-changeing, of course, ought to be studied, because it is not motoring, I think, if you simply get into your seat, press a button and then have nothing more to do than to direct the steering wheel. There is much more fun if you help your engine along by intelligent gear manipulations and so try getting the best out of the horses under your unified control. What?

Try as I will, I have to come back to Winter-Sports, simply because there is absolutely nothing else to be read in the British Press just now. I mean, in articles dealing with Switzerland. So I will end up by the following, which may interest some of our younger and some of our older readers!

The Fascination of Night Life at a Winter Sports Resort:

Aberdeen Press and Journal, 3rd Jan.

No one planning to go to Switzerland for a holiday need fear that they will not enjoy themselves socially, whatever they may expect of the world of sport. For it is the custom to-day for each big hotel to appoint a host and hostess to look after the guests and arrange for their entertainment. And young couples and girls travelling together should introduce themselves to these people on the evening of their arrival, when they will soon find themselves taking part in all that is going.

A committee, composed of guests, is usually formed by the host to arrange the weekly programme of entertainments. This will include fancy dress dances, spot dances, favour dances and balloon dances.

There are ballroom gymkhanas. It is no easy task to blow a champagne cork along the floor in and out of a row of bottles, or to bat a balloon round the room with your head, or yet win a tug-of-war in stocking feet!

On other nights there will be ice carnivals, fancy dress dances on a rink which is lit by Chinese lanterns and enlivened by the hotel band and a huge bonfire at the side. Displays in figure and stunt skating are usually given during the evening by the professionals.

When the moon is full the committee will ask the railway officials to run a midnight "express" up to the ski-ing grounds, and then you will realise how different the familiar slopes can be in a different light, whether you traverse them on skis or on a luge.

In some places you will go tailing at this hour. And this is a sport in which everyone can join, for little or no skill is required.

A race meeting in the ballroom makes an uproarious evening. Frantic jockeys urging their frantic "horses" (the ladies) to cut three yards of half-inch tape with a pair of curved nail scissors.

Films are shown about once a week. Often they depict ski-ing expeditions, and then the audience becomes talkative. The Swiss conjuror who appears from time to time and talks a mixture of English, French and German, leaves the most incredulous gasping, and finishes the evening telling fortunes at five or ten francs apiece.

These entertainments usually terminate about 10.30, but dancing continues for those who wish it in many places till one or two in the morning.

Prizes are awarded for all competitions. They are supplied by an amusement fund to which the visitors contribute and usually take the form of a cheque on the local shops, a very popular scheme since something useful to one's sport can be bought.

The programmes are arranged so that events at the various hotels do not clash. Thus, if your favourite entertainment is a fancy dress dance, you will be able to attend one almost every evening of the week in places like Murren and Wengen by going the round of the hotels. Some of them charge a few francs entrance fee, others admit free.

As regards dress, ladies will find four evening gowns quite sufficient. It is not necessary to wear a different one each evening. A fancy dress is most useful, but many are made up on the spur of the moment from anything the hotel can provide or one can borrow. The village hairdressers keep a varied stock of costumes and masks for hire. Occasionally there will be an impromptu fancy dress dance when the guests are allowed a quarter of an hour to rush upstairs, don fancy dress and return to the ballroom. On these occasions bought costumes are often barred, so that it is as well to take out with you a few oddments which will serve in this emergency.

MUSIC IN THE COLONY.

It is good news to hear that that old servant of the Colony, the Swiss Institute Orchestra, is shortly to emerge from a retirement which has been all too long.

This band of enthusiasts, it appears, has been steadily engaged since its last public appearance, in strengthening its numbers, improving technique, and indeed generally setting its house in order; and there can be no doubt that the concert which is to be given on February 12th at Conway Hall, will surpass anything it has hitherto achieved.

Only those who have tried to run an amateur orchestra can have any conception of the difficulties that attend the task. Of these, undoubtedly the greatest is that of enlisting and keeping together a sufficient number of players, each having the requisite technical command of his or her instrument. To this must be added the high cost of maintaining a library, suitable accommodation for rehearsals, and innumerable other things without which an orchestra cannot exist.

This being so, it is the more remarkable that the Swiss Orchestra should be in such fine form as it showed when I was a privileged visitor at a recent rehearsal. Under the baton of that genial disciplinarian, Mr. E. P. Dick, the players showed a real and increasing knowledge of their job, and were quite obviously enjoying themselves.

By the way, I wonder why it is that the Swiss do not show more eagerness to join this excellent little Band. In and about London there must of course be a great many who play one instrument or another, and Swiss House, where the Orchestra is established, is not difficult to get at. Clearly they do not realise what a chance they are missing.

But to return to the forthcoming concert.

In addition to orchestral work, I am told that choral music will be given by a double quartette of the Swiss Choral Society, and there will be two soloists whose names I am not yet permitted to divulge, but of whom I may at least say that one is a soprano who has already established herself in the hearts of a Swiss audience, while the other is unquestionably one of the greatest English baritone-basses that the present generation has heard.

Further information concerning the programme will be made public in good time.

A word as to the venue—Conway Hall.

The somewhat austere facade, tucked away in a corner of London's oldest square, gives little indication of the beauty within. Here, surely, is a fit home for music; indeed world famous artists constantly draw there crowds larger than the place will hold.

The very latest addition to the concert halls of London, it embodies all that science and art

Ticinese Architects and Sculptors in Past Centuries.

By Dr. A. Janner, translated from "Deine Heimat" by one of our readers.

How numerous are the Swiss, and even the Ticinesi, who do not know of the great and glorious contribution given by the Ticino to the field of arts! How many who, when fulfilling a long cherished dream, go to Italy and are dumb with admiration at the magnificence of so many majestic churches and so many superb palaces, and do not know—which would make their admiration greater still—that many of those monuments are the work of their compatriots.

And yet it is so. It is the Ticinesi who built in Venice many of the finest monumental structures of the Renaissance and of the Baroque period. It is the Ticinesi who followed Bramante and Michelangelo as architects-in-chief for the building of the Cathedral of St. Peter in Rome and were, therefore, officially acknowledged as the foremost architects in Italy. Ticinesi worked for the Duomo of Milan, the Certosa of Pavia and the Cathedral of Como. It was they who br ught to Genoa the first tidings of the Renaissance. In Naples they conceived some of the finest monuments and in Sicily they left a number of the most beautiful statues.

If we look at these artists as a whole we find in them certain characteristics, common to them all, which distinguish them completely from the artists from Tuscany. They are, first of all, less individualistic than the Tuscans—the Ticinesi nearly always come on the scene as whole families, to work in the same town, at the same building. Then the Ticinesi are modest men, who do not pose, who do not seek after easy notoriety with strange and new attitudes, which however was often done by the Tuscans. They are, further, men of rural upbringing, who work more for the sake of the beautiful and difficult task to be overcome than for personal prestige of vane-glory. History has very little to say about them and it is necessary to search the most minute chronicles of the time in order to find their names, which are usually come across only due to some task they had been allotted, or some work which they had done. It is perhaps that the Ticinesi always felt rather mountaineers in the midst of the others, more vivacious, populations of Italy and therefore they shunned the noisy society and the futile exhibitions. They preferred to live in the midst of their own small families, educating their children to their own calling, initiating them when still quite young to the use of the chisel, of the compass and of the square.

The Ticinesi were incomparably good technical men—in designing a palace they saw at a glance all the technical difficulties to overcome, they knew how each stone would have to be set, they knew what mechanical means were necessary. There is no difficulty connected with their calling which frightens them—they know not only art but also the manual work of the builder—before being architects they have themselves been only ordinary stonemasons. Even the most humble but so essential of work is not despised by them, on the contrary they value it as much as their own. If need be they could themselves take up again the hammer and the trowel and perhaps even make up the mortar, to make sure that it will set well. For them art is merely the natural development of a certain manual ability, because even the ordinary work they carry out with the conception of art.

They emigrate at twelve to fifteen years of age and go with their father to work at some building, then their inborn artistic taste and their technical genius make architects-in-chief and sculptors of them. It is in this way that we find already in the 13th century masters from the Lugano countryside as architects-in-chief for the finest buildings of that time. Adamo, from Arogno, reconstructs the cathedral of Trent and creates the very beautiful apsis;—Bono, from Bissone, sculptured the portal of the cathedral of Parma, and we find the masters from the Lugano neighbourhood as architects and contractors for the two greatest buildings of Lombardy, viz. the Duomo of Milan and the Certosa of Pavia. If the records of the building of the Duomo are consulted one only finds names of Ticinesi, and we know them to be our compatriots because the village of origin is always added, like Martino from Arogno, Giorgio from Maroggia, Giovannino from Bissone and innumerable others. The Certosa of Pavia, also, has been conceived by a Ticinese and Ticinesi, among others Marco from Carona, followed one another in the leadership of the work. At the same time they were working in Siena, Genoa, Venice, Milan, etc.

But let us come to the most marvellous period of the Italian Renaissance and let us see what share the Ticinesi have had. The Solari family, from Carona, goes and establishes itself in Venice towards 1450 and, due to their origin, they are there called the "Lombardi." The older members are ordinary stone-masons and stone-cutters but the sons, who have treasured the teachings of their fathers, and in whom the genius of their stock has, so to say, come to life, become great artists, the foremost architects of Venice. In this way Pietro Lombardo creates the finest churches and the finest palaces of the Renaissance. He erected, among other buildings, the school of St. Mark, the palace Vedramin-Calergi, the palace Gussoni, the church of Santa Maria dei Miracoli, the church of San Giobbe. And among his monuments we will mention, very beautiful, that to Jacopo Suriano and, noble and severe, that to Dante at Ravenna. "It seems (says Corrado Ricci, an Italian Historian of art), that his artistic genius is fluttering over every square rod of Venice."

The new style of architecture was called "Lombard" style just to indicate who has been the real originator of it. Peter Lombardo was followed by his two sons Antonio and Tullio for the completion of the buildings already begun and they carried on the work with no less genius than their father. By Tullio is the very beautiful dead warrior "Guiderello," which is in the museum of Ravenna. They were extraordinary artists these Lombardi, architects and sculptors at one and the same time, they themselves sculptured the statues and the monuments required to decorate the churches they were building. They could handle the chisel with the same ability with which they were handling the compass—they were self-sufficing in all that was necessary to their calling. And in this sober art are to be found certain somewhat austere characteristics which seem to demonstrate the mountain origin of the family.

(to be continued.)