Swiss Institute Orchestral Society

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SWISS YODLERS LONDON VISIT.

As in previous years, the famous " William Tell " Yodle Choir composed of members of the Staff of the Swiss Federal Railways, will pay a visit to this country.

Their first appearance will be at the Albert Hall, on Saturday, March 6th, where they will take part in the programme at the annual Reunion of the Polytechnic Tours.

The performance of the " William Tell " choir at these festivals has in the past proved a great attraction, and their fine singing has gained them a great reputation in this country.

After last year's appearance at the Albert Hall, we wrote in this paper (S.O. 748, March 14th, 1936) as follows:

> " We attribute the magic spell they cast over an audience of nearly 10,000 spectators, principally to their fine singing, apart from the yodling. Here we have a choir, which is wonderfully blended, and which knows the art of good singing. Their *pianissimo* was a pleasure to listen to, and the *ensemble* was faultless, there was not one flaw in their execution." —

As a special turn the choir, which consists of 16 members, is bringing along Fräulein Gritli Wenger, who is one of the outstanding interpreter in the realm of folk lore; her singing at the Albert Hall, twelve months ago, " brought the House down."

Amongst the members of the Choir, are Messrs. Sommer and Tanner, who enjoy the reputation as champion yodlers in Switzerland.

We are informed by the Polytechnic that there are still a number of tickets available which can be booked at their booking office (Box seat 5/-; Stalls 3/6; Balcony 2/6; Unreserved Orchestra seats and Gallery 1/3).—

Unfortunately the time at the disposal of the Choir, makes it imposible to make the necessary arrangements for a concert to the Swiss Colony, as, during their short visit, they will perform in Leeds; Birmingham and Manchester. —

The City Swiss Club has, however, postponed their monthly meeting from Tuesday, March 2nd, to Tuesday, March 9th, so as to enable the Choir to be their guests at Pagani's.

The usual dinner will take place at 7.30 p.m. sharp, and it is hoped that the members of the City Swiss Club will turn up in large numbers in order to give our " yodling " compatriots a hearty and cordial reception. The Choir will appear in their National costumes and will entertain the participants with numbers from their large repertoire, it will be in the real sense of the word a " gmuetleche Schwyzer Abe."

In order to give members of the Swiss Colony (men only), who do not belong to the City Swiss Club, an opportunity to hear this famous Choir, the Committee extends a cordial invitation to all Swiss to take part in that evening. Admittance is by ticket only, price 6/6 (for dinner) and tickets can be obtained at the offices of the Swiss Observer, 23, Leonard Street,, E.C.2 (Tel: Clerkenwell 9595 and 9596), or from members of the Committee, and must be booked not later than Monday, March 8th, noon.

We do not doubt that a large number of our compatriots will take this opportunity of spending a few happy hours with the Yodlers, and will give themselves Rendez-vous at Pagani's on Tuesday, March the 9th.

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SWISS INSTITUTE ORCHESTRAL SOCIETY.

It might interest the members of the Swiss Colony to hear that the Swiss Institute Orchestral Society, has been invited by the Surrey Chapel Mission, 193, Blackfriars Road, S.E.1, to give a concert at the said address at 8 p.m. on Saturday, February 20th (to-day). We understand that the orchestra gave a similar Concert some years ago at Southwark as well as at Croydon with great success. Although not a Swiss affair all friends of this enterprising Society, which has at its head Mr. E. P. Dick, who needs no special introduction to the Colony, are cordially invited to attend at this concert, which will, we have not the slightest doubt, be a most enjoyable entertainment.

We are also pleased to mention that this splendid orchestra, will shortly give their Annual Concert as advised under our " Forthcoming Events " column.

We shall come back to this event in our next issue, for the present it is refreshing to note, that this institution is far from extinguished, and we hope that they will get the support which they so richly deserve.

A GREAT ENGINEER.

One of the most outstanding names that the Edison Golden Jubilee brings to mind is that of John Kruesi, a native Swiss, who was one of the chief aides of the great inventor.

Mechanical Genius.

Not only was Kruesi an able executive, being general manager of the Edison Machine Works when established here in 1886 and later chief mechanical engineer of the General Electric Company, but he was also a mechanical genius whose talents were fully recognized and used by Edison.

To " Honest John," as he was ever called by thousands of friends, associates, and workmen, was given the task of constructing the first phonograph, for which Edison gave him a brief sketch with the notation, " Kruesi, make this." The story goes that Kruesi himself doubted the success of the machine he had built, and that when Edison recited " Mary had a little lamb " into it and the machine reproduced the verse perfectly, " Honest John " ejaculated an astonished " Mein Gott im Himmel," in honour of the part Kruesi had played in the developing of this invention. Edison presented him with the first commercially-made phonograph. This instrument is at present in the possession of Paul Kruesi, his son, in Chattanooga, Tennessee.

Born in Switzerland.

John Kruesi was born in St. Gall, Switzerland in 1843 and was educated in the high school of that famous ancient town. He was endowed will all the skillful mechanical qualities so well evidenced by the national Swiss manufacture of products as wide apart as watches and water-wheels. Coming to America in 1871, Mr. Kruesi entered the employ of Thomas A. Edison, then at the very beginning of his marvellous career as an inventor, who needed just such a man to incorporate his ideas in a device, a machine, or even a working " system."

From 1876 to 1881, Kruesi was the invaluable mechanical foreman of the Edison laboratory. In 1881, he developed the celebrated underground electric tube system and became General Manager and Treasurer of the Electric Tube Company. In 1885, this company merged with the Edison Machine Works, of which he became general manager. Ever advancing in responsibilities and activities, Mr. Kruesi became in 1888 general manager of the great consolidation, the Edison General Electric Company. In 1892, he was made general manager of the General Electric Company and its chief mechanical engineer in 1896. His death in 1899 was an occasion for glowing tribute from the entire electrical industry.

(Schenectady, Union Star.)

THE STATISTIC 1936 OF SWISSAIR.

The following figures are published by Swissair covering the whole year 1936.

General Statistic	*1936*	*Comparative figures for 1935*
Passengers carried	21,485	24,642
Freight carried	92,746 Kg.	134,651 Kg.
Mail carried	80,678 Kg.	90,912 Kg.
Baggage carried	311,223 Kg.	295,539 Kg.
Kilometres flown	1,055,635 km.	1,045,072 km.

At first glance these figures reveal a decrease of the transport results compared with 1935. In reality the year 1936 brought a further increase. The suspension of the 2 routes Zurich-Amsterdam and Zurich-Geneva with their great number of scheduled intermediate landings has been more than compensated by the steady improvement on the long distance routes as operated by Swissair.

Passenger Kilometres. A very convincing proof of the remarkable increase of the passenger traffic offers the statistic about Passenger Kilometres. During 1936 a total of 7,605,035 Passenger Kilometres have been flown against 6,406,058 of the previous year. *The improvement is nearly* 20%.

Ton Kilometres. This comparative statistic shows the same picture of a steady development of Swissair's air traffic results. The Ton Kilometres recorded during 1936 are the following:

Passenger traffic	608,402 Tkm.	Increase 18%
Freight traffic	38,335 Tkm.	Increase 8%
Mail traffic	26,331 Tkm.	Increase 27%
Baggage traffic	131,366 Tkm.	Increase 37%

Increased use of offered Ton Kilometres. The suspension of lines with weak traffic and the introduction of a regular all year air traffic have brought an *important increase in the use of offered Ton Kilometres.* During 1936 Swissair have offered for air traffic operation 1,350,907 Tkm. against 1,312,315 Tkm. in 1935. A total of 804,437 Tkm. or 59% of the offered disposable load has been used up during 1936 compared with the equivalent figure of 664,959 or 50% of the previous year.

Air traffic operation during 1936. The airline operations were carried out with the latest flying material available — *the Douglas D.C.2* — on the main lines of Swissair. Certain single engined high speed commercial aircraft have been put out of service during the year under review and replaced by modern twin engined machines. Generally spoken, it is stated that the flying conditions for 1936 were not very favourable for air traffic. Especially the month of April brought meteorological conditions that have not even been experienced in winter time. It speaks for the high quality of the crews of Swissair that an *all round regularity of* 99% was maintained *during the whole year.* Special navigation and blind flying courses have been passed by all Swissair pilots in order to improve still more the flying standard of all Swissair captains.

Prospects for 1937. The prospects for 1937 are described to be very bright, so that Swissair decided to buy *two new 21 seater Douglas DC3 air liners,* in order to offer additional space for passenger traffic.