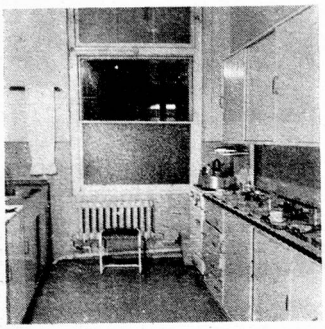
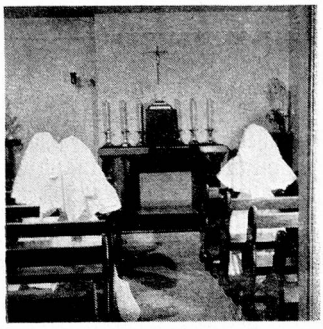
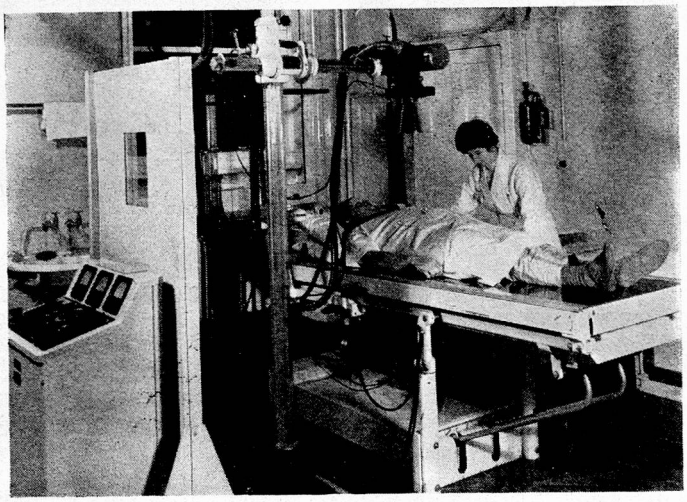




Conclusion.

The unusual aspect of this appeal lies in the fact that it is of two-way importance. We know only too well that there is a shortage of hospital beds in London, and that one often has to wait for admission for weeks. The French Hospital has excellent facilities which are available to everybody. The patients are admitted, not only without distinction of nationality or creed, but also without letters of recommendation — a great advantage to poor foreigners. Friendly relations exist between the Swiss Benevolent Society and the hospital, and S.B.S. pensioners are always readily acepted as patients (all general wards are free). The hospital also runs a convalescence home in Brighton where the Swiss Benevolent Society may send deserving people on holiday whenever beds are free, though generally speaking, the Home is for French Nationals only.



In 1962, the number of Swiss nationals who received care was 28 with an aggregate number of 362 days spent at the hospital. 149 Swiss out-patients attended 339 consultations. From the date of inauguration to the end of 1962, 4,509 Swiss in-patients were cared for at the hospital. Out-patients' attendances numbered 102,331.

Therefore by taking advantage of the easy facilities available at the French Hospital and recommending them to others we may derive great benefit to ourselves and our friends and at the same time support a very worthy cause.

Mariann.

Enquiries may be addressed to the Secretary,
French Hospital and Dispensary,
172/6 Shaftesbury Avenue, London W.C.2.
Telephone: TEMple Bar 5025/6.

AVERAGE LIFESPAN OF MEN AND WOMEN IN SWITZERLAND

According to recently published medical statistics, the average lifespan of the Swiss for the period 1960 to 1962 increased from 69.5 to 70.3 years for men and from 74.8 to 75.2 for women. In 1962 the overall death rate amounted to 9.7 deaths per thousand inhabitants. Deaths of those under fifty represented 14% of the total deaths. In regard to the death rate of mothers during childbirth, it is encouraging to note that for a thousand births, there were only 0.6 deaths. As for infant mortality in the first year, 21.2 deaths per thousand were recorded.

[O.S.E.C.]

A NEW SWISS INVENTION IN THE FIELD OF HYPODERMIC SYRINGES

The traditional type of hypodermic syringe has been in use for a great many years now. It consists of a glass cylinder with a soldered metal tip, a top and a metal piston. Naturally, details of construction have been continually perfected and technological developments have made it possible to improve numerous manufacturing operations without, however, the basic model having been modified to any fundamental extent. But it has long been known that syringes of this type present certain defects inherent in their design. An interesting novelty in this field was introduced in 1954 when a Swiss firm launched on the market a cylindrical syringe with an interchangeable glass.

Today, another Swiss firm has just produced the first all-glass hypodermic syringe with a removable tip, called "Lubrix". The main advantage of this innovation is its strength. In addition, the tip and the tube being two separate parts, in case of damage, only the tube need be replaced, and at a very moderate price. Owing to the precision of the different parts, it is quite unnecessary to number the tubes and the pistons as previously. "Lubrix" is easy to clean and the risks of contamination are very small owing to the fact that there is no soldered joint. The Teflon tip with a metal cone has been chosen owing to its non-adhesive property. Finally, all normal methods of sterilization are possible: hot air up to 200°C; above 120°C, the syringe should be sterilized without dismantling.

[O.S.E.C.]

SHIP ELEVATORS

The power plants set in rivers are blocking river navigation, and therefore big locks must be built to let the ships go on. The passage through such a lock is a thrilling experience in river travel. The Swiss Museum of transport in Lucerne has a working display model, representing the Birsfelden Power Plant and Locks in the river Rhine near the City of Basle. By simply pressing a button the onlooker can set in operation a river barge which then will travel all by itself, up or down the Birsfelden locks. The model, with the lock doors, light signals and turnabout installations works fully automatic, and the barges are propelled by air pressure. Transparent pictures above the model explain each position of the barge while in motion.

(*Swiss Transport Museum.*)