

Extracts from Swiss papers

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HOME NEWS

The Swiss Press refers to contemplated changes at our legations abroad; amongst others it is asserted that M. de Sonnenberg, at present councillor of legation at Rome, is to be transferred to London.

The Federal Council has prohibited the holding of an anti-Fascist demonstration which the Communist Party had intended to hold during Easter in the canton Ticino.

A Government proposal in the Canton Vaud seeks to place the mountain guides under State control and to exclude from the profession those who are not thought to be fit mentally or physically.

With a majority of three to two the electors of the town of St. Gall have approved an official proposal to generate their own electricity in conjunction with the Glaris village Schwanden; the new power station will be erected at Sernf-Niedernbach.

General dissatisfaction in intellectual circles of the Canton Ticino has been created by a last-minute decision to cancel the engagement of Prof. Salvemini who was booked to lecture at the "Scuola della Cultura Italiana" in Lugano. The decision is said to be a sequel to representations from Italian quarters on account of the professor's well-known anti-Fascist views. Prof. Salvemini is an authority on Italian literature and a regular lecturer at the University of London.

The schoolteachers in the canton Aarau are to receive a general increase of salaries; the latter were reduced in 1923 as part of a policy to cut down State expenditure. The present increase will entail an additional outlay of about half a million francs.

The new railway station at Fribourg, which has been under construction since the spring of 1927 and which costs over a million francs, was officially inaugurated yesterday.

An exhibition of about 150 works of the Bernese painter Albert Trachsel is taking place during the coming months at Berne; most of the pictures have been lent for this purpose by their present owners.

Madame Paul Perret, better known under her maiden name Nora Gross, has died in Lausanne at the age of 58; for over a quarter of a century she directed the local school of drawing and applied art originally founded by her.

Frau Maria Spitteler-Optonhoof, widow of the eminent poet Carl Spitteler, died in Lucerne at the age of 66; she was Dutch by birth.

EXTRACTS FROM SWISS PAPERS.

44 Jahre Lehrer und Rektor in Montevideo.—Herr Huldreich Schmid, Rektor der deutschen Schule in Montevideo, ist nach mehr als 44jähriger Tätigkeit an dieser Anstalt in den Ruhestand getreten.

Schmid wurde im Jahre 1865 als letztes Kind unter 17 Geschwistern in Wolfhalden, Kanton Appenzell, geboren. Der frühe Verlust der Mutter brachte ihn in das Haus eines Schwagers, wo ihm gar oft die zärtlich sorgende Hand der Mutter fehlte. Bis zu seinem 11. Jahre besuchte er die Primarschule in Wolfhalden, trat alsdann in die Sekundarschule zu Gais ein und war in den Jahren 1881-1884 Zögling des Lehrerseminars zu Kreuzlingen im Thurgau.

Nach Abschluss seiner Prüfungen erhielt er in kurzer Zeit Angebote nach Japan und Uruguay, von denen er, wie er heute lächelnd versichert, nur die Namen mit ihren Hauptstädten kannte. Er entschloss sich für Montevideo und sollte am 1. August des Jahres 1884 seinen Dienst antreten.

Der damalige Leiter der deutschen Schule in Montevideo, Freiherr von Borke, ein ehemaliger preussischer Rittmeister, erlebte sein blaues Wunder an dem neuen Kollegen, der schon am ersten Tage seinen Dienst versäumte, weil ihm das Exerzieren uruguayischer Soldaten auf der Plaza Zabala mehr fesselte als der Unterricht, und weil jener 1.

TO THE READERS OF THE "SWISS OBSERVER."

I have been informed of the necessity of urgent arrangements to be made with regard to the publishing of the *Swiss Observer*, and it is not without a feeling of sympathy that I address myself to-day to the Members of the Swiss Colony.

Our compatriot, Monsieur Boehringer, several years ago, as you all know, initiated the idea to publish every week a paper for the special use of the Swiss in England. Overcoming numerous difficulties, he succeeded in putting this plan into effect and it is to a great extent, if not exclusively, due to his merits that the *Swiss Observer* has flourished all these years and has been a source of useful information, instructive exchange of views, pleasant entertainment and patriotic encouragement to all its readers.

It is only fair to acknowledge once again, on an occasion like the present, the devoted and zealous efforts with which Monsieur Boehringer has worked, fostered and developed this most valuable and, I am glad to say, much valued enterprise. Without mentioning his very considerable yearly sacrifice of a financial nature, the Editor has given each week to this task, while putting at its disposal his extensive and many-sided knowledge in public and other matters, long hours of strenuous labour. The moment has come, however, when it is no longer possible for him to add to his daily work a further burden of such weight as the publishing of a weekly paper. Thus the decision of Monsieur Boehringer to give up his activity in this connection, though received with real regret, can hardly cause surprise.

All of us are, on the contrary, grateful to him that he has been willing to undertake such onerous work for nearly a decade and with never-failing energy. As things are, our endeavours must tend, it seems to me, to save the *Swiss Observer* from extinction. I have no doubt that all its readers, without exception, will be ready, in one way or another, to stand by and to assist in preserving an organ which has by now become one of the principal elements of intercourse and patriotic endeavours in our Colony, and which we would all sorely miss. Efforts in this sense ought to be all the more successful as Monsieur Boehringer himself has already promised to lend any new administration the largest possible part of his experience and, it is hoped, of his occasional collaboration.

The purpose of the present appeal is to obtain the help of my compatriots in my efforts to find a way for saving the precious possession which the *Swiss Observer* has long since proved to be for us all. Any useful suggestions with that aim in view from amongst readers and friends would be welcome.

Swiss Legation,
January 31st, 1929.

(Signed) C. R. PARAVICINI.

August dazu der Nationalfeiertag des jungen Patrioten war. Vielleicht haben beide Umstände den aussergewöhnlich milden Tadel des gestrengen Vorgesetzten bewirkt.

Von nun an hat Herr Huldreich Schmid die vielen Wechselfälle der deutschen Schule miterlebt, und seine Arbeit an dieser Schule ist ein Stück ihrer Geschichte selbst. Nach den langen Amtszeiten der vorausgegangenen Rektoren—Rektor v. Borke 1878-87, Müller von 1887-1911—und einer kurzen Besetzung der Leiterstelle durch Herrn Arthur Nabe 1911-12, übertrug man in diesem Jahre Herrn Schmid die Leitung der Anstalt, in der er von der Pike auf gedient hatte und die er wie kein anderer kannte. Als frischen Auftakt zu seiner Arbeit konnte er im Jahre 1913 das neuerrichtete Haus in der calle Soriano einweihen.

Die folgenden Kriegs- und Nachkriegsjahre brachten der Schule und ihrem Leiter schwere Sorgen. Die Beschaffung von tüchtigen Lehrern aus der Heimat war fast unmöglich und nicht immer konnten die erforderlichen Lehrmittel zur Stelle gebracht werden. In solchen Zeiten zeigten sich die starken Seiten dieses Mannes, wenn er weit über das Mass seiner Kräfte hinaus selbst weitere Stunden übernahm und wenn er mit steter Hilfsbereitschaft Lücken ausfüllte, die einen empfindlichen Verlust für das Ansehen der Schule bedeutend hätten.

Und zu der Fülle der Arbeit kamen körperliche Leiden hinzu. Eine für seinen Beruf symptomatische Krankheit ging auch an ihm nicht spurlos vorüber; in den Jahren 1923-25 befahl ihm ein schweres Augenleiden, und viermal musste er sich einer Staroperation unterziehen. So wurde die Last auf den sonst so starken Schultern doch allmählich zu schwer. Nun hat er Abschied genommen von einer ihm so lieb gewordenen Stätte.

Man kann Herrn Schmid nichts Schöneres zum Abschied sagen, dass er wie selten einer, ein Freund der Jugend und ein rechter Lehrer war. Und so nur konnte es kommen, dass die am Nachmittag des 22. Dezember veranstaltete Abschiedsfeier zu einer ganz besonderen Ehrung für den Scheidenden wurde. Nach Gesang und Gedichtvorträgen durch Schüler richteten nacheinander der Vorsitzende des Schulvorstandes Herr Reinhold Warth im Namen des Deutschen Schulvereins, alsdann der deutsche Gesandte in Uruguay, Herr Dr. Schmidt-El-kop, im Namen des Deutschen Reiches, ferner der schweizerische Generalkonsul Herr Dr. Guyer im Namen der ehemaligen Schüler und zuletzt Herr Hans Vick für das Lehrerkollegium das Wort an den Gefeierten. Sie alle gedachten in Dankbarkeit seiner verdienstvollen Arbeit.

Den Höhepunkt erreichte die Feier, als Herr Schmid vor die Menge trat und inmitten der Schüler für die ihm zuteil gewordene Ehrung dankte. Freude und Stolz sprachen aus seinen Augen, in seinen Worten aber war er wie immer der schlichte Mensch. Nur einmal, als er mit erhobener Hand an die vergangenen Zeiten erinnerte und seine alter Schülern zurief: Nicht wahr, schön wars doch, da brach der alte Feuergeist wieder aus seinem Herzen hervor, und nur die Eingeweihten verstanden, was die leicht gebogene Hand zu sagen hatte. Diese Geste aber rief auch alle Erinnerungen in den Gästen wieder wach, und ein brausender Jubel umwogte ihn, als Herr Schmid das letzte Abschiedswort gesprochen hatte.

—National Zeitung.

Bis man den Pass hat!—Der Bundesrat erliess kürzlich zur Freude aller Eidgenossen, die über die Grenzen ins Ausland reisen, eine neue Pass-Verordnung, genauer gesagt die erste eigentliche Verordnung dieser Art, die eingehendere Bestimmungen zusammenfassend enthält. Zweck der Verordnung war nicht nur eine Regelung des behandelten Gebietes in einem einheitlichen eidgenössischen Erlass, sondern mindestens so sehr oder mehr noch ein Vorgehen für erheblich erleichterte Beschaffung des Passes. Das eidgenössische Justiz- und Polizeidepartement stützte sich hierbei auf die bestimmte Vernehmlassung der Konferenz der kantonalen Polizeidirektoren, die vor einigen Monaten in Frauenfeld einmütig die neuen Grundsätze befürwortete. Wie wünschenswert weitere Erleichterungen sind, zeigt sich in der täglichen Erfahrung. Bekanntlich steht man nun einmal auf dem Punkt, dass die Schweiz z. B. Italien gegenüber durchwegs einen ungehinderten Grenzverkehr wie gegenüber andern Ländern aufrecht erhalten möchte. Die Touristenkarten, die diesem Zwecke dienen, fallen nun aber wieder dahin. Dem Schweizer, der nach dem Tessin reist, bleibt also nichts übrig, als von zuhause den Pass mitzubringen, wenn er die Möglichkeit haben will, im Süden auch nur den kleinsten Abstecher über die Grenze zu machen. Je leichter der Pass sich beschaffen lässt, desto einfacher erledigt sich das Verfahren. Die Absicht des Bundesrates ist also erfreulich und gut.

Zur Aufstellung der neuen Pass-Verordnung muss nun aber eine entgegenkommende Anwendung durch die Kantone treten. Die Verordnung hat, mit Verzicht auf zentralistische Reglementierung, den Kantonen beträchtliche Handlungsfreiheit gelassen. Die verfügbaren Erleichterungen stehen also gossenteils solange nur auf dem Papier, als die Kantone von ihnen nicht wirklich Ge-

brauch machen. Das Publikum bekommt, die wohl-tuenden Wirkungen erst aus der Hand der Kantonen zu spüren. Ein erfreulicher Beschluss wird aus Baselstadt gemeldet. Der Regierungsrat hat dort gemäss Antrag des Polizeidepartementes eine allgemeine Herabsetzung der Passgebühren verfügt. Die Höhe der Gebühren bildet einen der Klagepunkte, der so mancherorts immer noch das Publikum verärgert. Wozu sollen Pässe, für welche zur einmaligen Auslandsreise, immer noch ihre 10 Franken oder mehr kosten, wenn der Bürger doch überall mit schweren Steuern den Beamtenapparat zahlt und erhält? Nach der neuen eidgenössischen Verordnung können fortan Pässe sogleich für 3-5 Jahre ausgegeben werden. Machen die Kantone hiervon Gebrauch, so hindert das hoffentlich nicht den gleichzeitigen Abbau der Passgebühren. Und entgegenkommend sollte ebenso mehr und mehr die ganze Praxis für Ausstellung des Reisepasses sein. Dass der Weg zum vielleicht gar nicht nahe gelegenen Kantonshauptort gemacht werden muss, erscheint als unnötige Belastung des Publikums. Mit dem Pass kommt man heute leicht über die Grenzen. Sache des Kantons ist es, wirksam dafür zu sorgen, dass man den Pass endlich leichter und billiger beschaffen kann.

—Bündner Tagblatt, Chur.

NOTES AND GLEANINGS.

Aviation in Switzerland.

The *Times Trade and Engineering Supplement* (Jan. 19th) publishes a survey of civil aviation in Switzerland during the 1928 flying season:—

"In spite of the smallness of the country, precluding any long-distance flights, and the disabilities resulting from the Alpine barrier, aviation has developed to a surprising degree in Switzerland during the last two years, and especially during 1928. During the so-called "high" flying season, i.e., from April 23rd to October 13th, the 14 regular air lines, operated by two Swiss, one British, one French, one German, one Dutch, and one Austrian air navigation concerns, worked an international network of air lines measuring some 4,989 km., of which 894 were purely Swiss lines, 2,496 "pool" lines, operated in conjunction with foreign undertakings, and 1,599 km. worked solely by foreign companies. Swiss participation in this international air line network increased from 60 per cent. in 1927, to 67 per cent. in 1928, Swiss pilots and Swiss machines carrying passengers to Munich, Vienna, Stuttgart, Frankfurt, Brussels, Rotterdam and Amsterdam.

The summer season of 1928 saw scheduled flights carried out over a distance of 1,307,151 km., as compared with 711,980 km. in 1927, the number of hours flown being 9,694, as compared with 5,765. In consequence of the more powerful type of airplane used, the average speed increased from 128 km. per hour to 135 km. per hour. Record flights, averaging 148 km. per hour, were carried out on the Geneva-Zurich-Vienna line, operated by the Balair and the Luft-Hansa Companies. Of the scheduled services 97.1 per cent. were carried out, as against 96.8 per cent. in 1927, the average punctuality increasing from 81.6 per cent. in 1927 to 84.3 per cent. in 1928.

Notwithstanding the unfavourable atmospheric conditions which prevailed throughout the early part of the summer, there was a notable increase in traffic, both travellers and goods. Thus, the number of passengers carried amounted to 15,046, as compared with 10,823 in 1927, while goods increased from 81.2 to 253 tons, mail from 46.5 to 82.9 tons, and luggage from 25.7 to 42.5 tons.

In addition to the regular summer service, there were early spring and late autumn services, which were, so to speak, of an experimental character. Among the new services introduced was a non-stop express flight between Zurich and Berlin. On several occasions, however, it proved necessary to have recourse to an intermediate landing. Two lines, the Vienna-Innsbruck and the Amsterdam-Brussels-Basel lines, were extended as far as Zurich, and the internal Basel-La Chaux-de-Fonds line as far as Geneva."

Shrinking Glaciers.

The movements of 92 selected Swiss glaciers are now officially controlled and recorded. A commentary on the figures published for last year is given in the *Daily Mail* (Jan. 24th):—

"The news that of 92 Swiss glaciers which were kept under observation last year 73 have receded while 5 remained stationary may revive the old fear that a time may come when the glaciers of the Alps will have vanished altogether. Switzerland without its eternal snow and ice, would be bereft of much of its beauty and of its most precious source of power. For it is from the melting of the glaciers that the steady stream of water is obtained in summer which actuates the immense electrical works now studded about the Alpine valleys.

For the last six years, since 1922, the majority of Swiss glaciers have been receding, though there have always been a few exceptions. In the period before 1922 there was a general

slight advance; and even since 1922 one or two glaciers (among them the well-known Upper Glacier at Grindelwald) have been moving forward considerably. But there are indications that in the past the glaciers have at long intervals moved forward and moved back. The advance and retreat of the immense ice masses have been almost like tidal movements, spread over decades and even centuries."

A Sea Fish Market.

It is news to most of us that Basle is now the centre for the marketing of sea fish; there seems therefore to be a good prospect that on our next visit there we may have haddock for breakfast. In the meantime we must be satisfied with the following report taken from *The Times* (Jan. 19th):—

"Few people, not only abroad but also in Switzerland itself, realise the importance of Basle both as a fish market and as a vast clearing-house for imported sea fish. As a matter of fact, it is one of the principal fish markets in Europe, and possesses, in addition to excellent railway connections with Germany, France, Great Britain and Italy, large cold-storage establishments equipped with every conceivable modern improvement, which serve as distributing centres for the entire country. They furnish fresh fish to all the large hotels in the mountain and lake resorts as well as the principal fish dealers in the various urban centres.

The Swiss people are not big fish eaters, except on high days and holidays, when no festive board is deemed complete without boiled river trout. Sea fish is, however, consumed in large quantities by visitors residing at hotels, and the demand for it, as also for shell-fish, is steadily on the increase. Up to the present Germany has been the principal purveyor of this commodity, and was responsible for 1,014 tons of fresh sea fish, amounting in value to 1,200,000 fr., out of a total of 2,400 tons and 4,500,000 fr. for the twelve months of 1927. During the first nine months fish imports increased from 2,222 tons, value 4,300,000fr., in 1927 to 2,364 tons, value 4,800,000fr., in 1928.

Unfortunately imports of fresh sea fish from the United Kingdom are comparatively insignificant (13 tons, value 28,191fr. in 1927), which is surprising considering the excellent and rapid means of communication between Switzerland and Great Britain. English kippers and haddocks are to be found in "delikatessen" shops, but as the general public is ignorant of the proper way of cooking them they have not achieved any degree of popularity. Frozen fish is obtained both from Canada and the United States. In view of the development and improvement which are now taking place in the Swiss tourist industry, there is every reason to believe that a corresponding increase will occur in the demand for fresh sea fish during the winter sports and summer season. The *Revue des Hôtels* lays particular stress on the high degree of efficiency attained in the organisation of regular and rapid deliveries of fresh fish to even the most isolated hotels in the country."

Women Cresta Riders.

Even so peaceful a place as St. Moritz is not exempt from the intrusion of the modern flapper. While in this country women look like outvoting the stronger sex, they have to "keep off the grass" and surrender all the honours at the Cresta in St. Moritz. Lt.-Col. Moore-Brabazon, M.P., the great expert on the difficult art of Cresta riding, breaks a lance for his fair competitors in *The Times* (Jan. 21st):—

"I see from *The Times* this morning that the committee of the St. Moritz Tobogganing Club have unanimously passed a resolution to the effect that no women are to be allowed to ride the Cresta. I regret that owing to absence I was not able to oppose this as, although I admit that riding the Cresta is not a woman's pastime, it is for that reason that I consider the ruling unnecessary.

In our country such sports as flying and motor-cycling are, perhaps, not wholly suitable for all women, but there have been some splendid and useful examples of exceptions to this, and the same applies to the Cresta. After all, the Cresta, like Gaul, is divided into three parts. No one can pretend that riding from Stream is a dangerous pastime, and although no one can pretend that riding from the top is anything else but dangerous, it is to the principle of curtailment of the liberty of the subject to do what he or she likes that I object. Where will the next regulation come? Is bobbing free from danger? If anybody is under that delusion let them look at the records of accidents over recent years; and will the Bobsleigh Club soon introduce a regulation forbidding women going down the run? Will the Ski Club soon regulate the depth of snow upon which alone we may slide for our safety? Where is all this to stop?

This letter does not advocate in any way the riding of the Cresta by women, but the writer does maintain that more dangerous than the Cresta is the slippery slope of petty regulations. Women are quite able to look after themselves and to know what they can do and what they

cannot, and the St. Moritz Tobogganing Club have separate powers to forbid any rider descending the run who rides dangerously; this should be enough for them. We have seen quite enough of D.O.R.A. in this country for it to be a lesson to us to avoid a fussy "Home Secretary" spirit in the High Alps."

Swiss Flag on the High Seas.

Mr. F. A. Schumacher, the Swiss Consul at Sierra Leone, whose remarkable recovery from an admittedly fatal illness we referred to last week, has established a precedent with his latest business venture. Perhaps the time will not be far off when the Swiss flag ceases to be a curiosity on the high seas. This is what the *Daily Express* (Jan. 24th) reports:—

"A peculiar point in international maritime law has arisen at Fleetwood in connection with the departure of the small wooden motor drifter *Impregnable* on her 3,000 miles voyage to Freetown, Sierra Leone.

The *Impregnable* leaves Fleetwood without a port of registry and with no nationality.

The boat, which carries a crew of six, was purchased by Mr. F. A. Schumacher, of Freetown, Sierra Leone. On arrival in British West Africa she will inaugurate experimental fishing in the colony for the first time since 1912, and the governor of the colony, Sir Joseph A. Byrne, is anxious that the experiment shall prove a success.

Mr. Schumacher is a Swiss, and on buying the boat the registration papers had to be surrendered because he was not a British subject. As there is no Swiss maritime law he was in a

QUOTATIONS from the SWISS STOCK EXCHANGES

| BONDS. | Jan. 22 | | Jan. 29 | |
|------------------------------------|---------|---------|---------|------|
| | Fr. | Sfr. | Fr. | Sfr. |
| Confederation 3% 1903 | 83.25 | 83.15 | | |
| " 5% 1917, VIII Mob. Ln | 102.30 | 102.65 | | |
| Federal Railways 3½% A-K | 88.10 | 88.15 | | |
| " " 1924 IV Elect. Ln. | 102.55 | 102.50 | | |
| SHARES. | | | | |
| | Nom. | Jan. 22 | Jan. 29 | |
| Swiss Bank Corporation | Fr. | Fr. | Fr. | |
| Credit Suisse | 500 | 863 | 864 | |
| Union de Banques Suisses | 500 | 989 | 993 | |
| Société pour l'Industrie Chimique | 1000 | 35.48 | 35.07 | |
| Fabrique Chimique ci-dev. Sandoz | 1000 | 47.39 | 47.39 | |
| Soc. Ind. pour la Schappe | 1000 | 43.88 | 44.00 | |
| S.A. Brown Boveri | 350 | 605 | 614 | |
| C. F. Bally | 1000 | 1555 | 1745 | |
| Nestlé & Anglo-Swiss Cond. Mk. Co. | 200 | 927 | 924 | |
| Entreprises Suizes S.A. | 1000 | 1283 | 1292 | |
| Comp. de Navig. sur le Lac Léman | 500 | 320 | 510 | |
| Linoleum A.G. Giubiasco | 100 | 335 | 334 | |
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