

# The Swiss Economic Mission

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## THE SWISS ECONOMIC MISSION.

This delegation, about the composition of which we gave particulars in our last issue, has now broken up after most successful visits to such centres as Birmingham, Manchester, Glasgow, Edinburgh and Newcastle. The local papers have given glowing reports of receptions, dinners and toasts, and it is evident that our compatriots have made a "hit" whenever and wherever they appeared. Unfortunately the space at our disposal does not allow us to give a detailed report, but we wish to enumerate a few of the more important items of their programme.

On Thursday, February 24th, the party (about 25) travelled to Portsmouth, where at the invitation of the Port Authorities an inspection of the naval establishment and dockyard took place. In charge of Commander F. Burges Watson, D.S.O., a tender conveyed the party on board Nelson's flagship, the "Victory," where after a spirited allocution—the gallant officer pointed out that this old ship was not preserved to commemorate a great naval victory, but to keep present in the minds of Englishmen the great qualities of a sailor who had done his duty—a close examination of the interior of this remarkable war relic followed. Being divided into small groups of four or five, with an experienced guide, the stream of questions must have been very trying for our mentors. But whose hair did not stand on end on being shown the rough wooden board where by the glimmer of four horn lanterns amputations were performed, the bleeding stump being simply blocked up by plunging it in boiling pitch!

In the afternoon the party was handed over to the care of Lieut. H. G. Parker. After a short run the tender landed them in the middle of the immense dockyard. Hurrying through the workshops and along the many dry-docks, they were taken on board several of the different men-o'-war, amongst them H.M.S. "Royal Sovereign," one of the latest and best-equipped heavy battleships, developing 42,000 I.H.P. Again divided into small parties and put under the aegis of midshipmen, they roamed about in this colossus, one minute up the turret tower, the next minute down in the boiler rooms. The spacious decks would be the pride of a first-class passenger steamer, whilst the operating and sick rooms would rouse the envy of many a hospital. But what they admired most was the charming and open manner, the ready wit and resourcefulness of the young officers under whose charge they were, i.e., the midshipmen. With this material the English Navy will never fail to do its duty.

On February 25th the delegation left London for the North; some of the members for Birmingham, others for Manchester; they all united again at Glasgow on March 2nd, which was their gala-day. After having paid a visit to the engineering works of Messrs. G. & J. Weir at Cathcart, they were entertained to lunch by the directors of the Glasgow Chamber of Commerce; in the afternoon the workshops of the North British Locomotive Company at Springburn were inspected. In the evening the mission offered a dinner at the North British Station Hotel with a view to showing appreciation for the hospitality they had received in the City. The principal guests were members of the Corporation and the Chamber of Commerce. Many and great were the speeches delivered by Messrs. W. Marti, Bailie Turner (the Senior Glasgow Magistrate), Charles H. Seligmann (Glasgow Chamber of Commerce), A. Oswald (Swiss Consul) and Sir Robert Bruce LL.D.

Those who have met some of the members in London on their way home can testify to the unqualified satisfaction with which they referred to their short stay in Glasgow: Scottish hospitality and the warmth of their reception exceeded their most sanguine expectations. It was also acknowledged on all sides that the active support and keen interest shown by our Glasgow Consul, Mr. A. Oswald, was chiefly responsible for the great success of the Scotch tour.

## OVER THE SWISS ALPS BY AEROPLANE.

Lieutenant Henri Pillichody conducted his lecture, supported by projection of slides and an aerial film, in masterly and lucid style.

For the first time has a London audience had an opportunity of witnessing some of the wonderful achievements of our daring and proficient Swiss Pilots and Photographers, which latter have succeeded splendidly, retaining on plates and films the beauty and grandeur of the sublime Swiss mountains, glaciers, rivers, lakes and valleys.

Lieut. Pillichody's intimate and practical knowledge of the subject of his lecture was amply reflected in his introductory explanations of the peculiarities of aerial photography and the power, development and far-reaching possibilities of this new science.

With admirable skill and fascinating interest the lecturer guided the audience's aerial trip from Geneva past Mont Blanc up the Valais, passing Grand Combin, Matterhorn, Monte Rosa, Mischabelhörner, Bietschglletscher, Aletschhorn, Finsteraarhorn, across the Bernese Alps, Eiger, Mönch and Jungfrau, right up to the Urner and Glarner Alps, ending the journey on the lake of Zurich.

The display of a magnificent collection of slides was followed by projection of the aerial film, which illustrated most graphically and impressively the lecturer's highly interesting details and information, concerning flights directly round and above the majestic ice-clad summits.

Spontaneous and appreciative applause conveyed to Lieut. Pillichody how fully he had succeeded in his efforts to interest and entertain, and unquestionably the superb views have enriched many a heart and enlightened many a mind.

Among the representative gathering were observed many prominent members of our Swiss Colony, the Swiss Minister's wife, Madame Paravicini, M. H. Martin, of the Swiss Legation, Professor Eugène Borel, Colonel Beatty, of the British Air Ministry, representatives of important Railway and Shipping Companies, and the leading London Press.

## SWISS BANK CORPORATION.

At the General Meeting of Shareholders of the Swiss Bank Corporation, which will take place at Basle on the 30th inst., the Board of Directors will recommend the payment of a dividend of 9% for the year ended 31st December, 1920, and the transfer of 1,000,000 frs. to the Staff Pension Fund, and 2,000,000 frs. to the ordinary Reserve Fund, whereby this latter fund will have reached its statutory maximum.