An anniversary

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more. Signor Mussolini was surprised at the large number of Italians who wanted to go into Switzerland so that they could gamble at Campione. As you probably know, the Italians are not allowed to take much money out of the country with them. But there could be no objection to them taking any amount of money across the border if they were going to spend it in a part of Italy.

The strange thing was, however, that the sums taken into Switzerland grew larger and larger, but the money drawn at Campione didn't seem to vary much.

Then Signor Mussolini discovered the duplicity which was being practised. Lots of these people who were taking money out of the country weren't gambling at Campione at all. They were banking it in Lugano! Thus good Italian money was going to Switzerland. Hurt by this revelation of the depths of human nature, Signor Mussolini took the only step he could take. He closed Campione.

Well, I don't suppose the Swiss are caring about it. The good people of Lugano will no longer have to worry about the gambling den. They are probably worrying about quite different things now. But I like to look back on that moonlight night, the sweep of steps, the Rhumba on the dance floor, the air of pleasant vice — yes, even the lost pound. Farewell, Campione!

Jack House.

AN ANNIVERSARY.

(" *The Aeroplane* " 16.11.39.)

Swissair has published an excellent booklet to commemorate twenty years of aerial traffic in Switzerland. The book is well printed and is profusely illustrated with pictures which trace the history of civil flying in Switzerland since 1919. Traffic figures, diagrams of the aerial services, both internal and to destinations outside Switzerland, and photographs of the machines in use, as well as the outstanding events, are given for each year.

The latter half of the book deals mainly with Swissair, the company which has built an international reputation for itself since 1931, when it was founded by the amalgamation of the companies Ad Astra, the original Swiss aerial transport company, and Balair.

Tourist flying in Switzerland was started in 1910 by Aero-Gesellschaft at Lucerne, which operated dirigibles, seaplanes and landplanes, and carried 883 passengers on 506 flights without an accident. The enterprise was liquidated in 1914.

The first air-mail service in Switzerland was operated between Zurich-Berne-Lausanne-Geneva. It was flown from April 30th to October 30th by military pilots and machines, and carried 23,530 letters.

Traffic figures show just how transport flying in Switzerland has progressed. In 1922, when figures were first available, there were 122 paying passengers; in 1938 there were 66,852. Mails in 1922 amounted to 198 lb. and in 1938 to 1,384,133 lb.; and the distance flown in 1922 was 59,216 miles and in 1938 2,153,422 miles.

Swissair, like other transport companies, had to suspend its services at the outbreak of War.

SWITZERLAND DURING THE LAST WAR.

(*Continued from the last issue.*)

These neutrals by duty like the Swiss have their troubles and their humiliations; they are surrounded by unjust suspicions. The belligerent blames them for everything, for the language they speak, the sympathies they express, their associations, their words, their silence. There were many amongst these neutrals in French-speaking Switzerland particularly who were grieved that their army should have no part in deciding, not as has been said, the fate of the world — no war has ever decided the fate of the world — but the fate of the country they loved and admired.

Again it was said: Neutrals profit by the war. Doubtless there are amongst neutrals, as amongst belligerents, individuals whom the war does not impoverish, who, on the contrary, draw a profit from it. They have to be reckoned with. The mass of the people suffer, above all in a country like ours, which does not produce enough to feed itself. Switzerland also fought. She fought in order not to fall into economic subjection to the bigger states; she fought to remain united and independent. She shouldered ruinous sacrifices to guard her frontier, and consequently also that of her neighbour; it was an effort made without display, but intense and devoted because the very existence of our country was at stake.

The nations fought because they were, or believed they were, forced to go to war. They fought for their immediate interests or for their safety. None of them went into the conflict for the love of fighting or for a simple desire for justice. Happy those whose cause is at one with justice.

If Switzerland did not share in all the sufferings of the belligerents, neither did she share in their enthusiasms or their pride. She fought to live.

The continuous reproaches addressed to neutrals by the belligerents, and even by an unbalanced section in Switzerland, were absurd and unjust. Switzerland is neutral by virtue of a treaty. But every state can be neutral in its turn if its interests demand it. In 1912, when the little Balkan States were fighting against Turkey, where were the armies of the great powers which were fighting now? And if one goes back into the history of the European War the same question can be asked of each nation in turn. The belligerents of to-day were the neutrals of yesterday. They will be the neutrals of to-morrow. In 1921, just

SWISS MINISTER'S FAREWELL DINNER

(WITH PRESENTATION)

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