

Zeitschrift: The Swiss observer : the journal of the Federation of Swiss Societies in the UK

Herausgeber: Federation of Swiss Societies in the United Kingdom

Band: - (1928)

Heft: 353

Rubrik: Notes and Gleanings

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ihren Kraftbedarf vom Kraftwerk Augst und später auch von den Oberhasliwerken beziehen muss.

Die installierte Leistung ist natürlich viel grösser als die mögliche durchschnittliche Leistung der Werke. Diese beträgt für die erste Kategorie im Winter: 988,830 PS, im Sommer 1,257,230 PS und im Maximum 2,240,640 PS; diese letztere erreicht somit beinahe die installierte Leistung.

Nach der Art des Unternehmens gruppiert verteilt sich die gesamte installierte Leistung in Prozent wie folgt:

Privatwirtschaftliche Unternehmen	41%
Staatliche Unternehmen, sowie ganz oder vorwiegend von Gemeinwesen finanzierte A.-G.	38%
Kommunale Unternehmen	8%
Schweizerische Bundesbahnen	13%

Am 1. Januar 1928 befanden sich 8 Werke mit einer gesamten installierten Leistung (schweizerischer Anteil) von rund 420,000 PS im Bau, von denen die grössten Ryburg-Schwörstadt (total 140,000 PS), Handeck (120,000) und Dixence (175,000) zu erwähnen sind.

Welche Bedeutung für die schweizerische Volkswirtschaft die Ausnützung der Wasserkraft darstellt, erhellt daraus, dass Ende 1927 etwa 1,1 Milliarden Franken Anlagekapital in den bestehenden und im Bau begriffenen Wasserkraftanlagen ohne Einrechnung der Anlagekosten für die Übertragungs- und Verteilungsnetze investiert war. Ungefähr 95% aller schweizerischen Ortschaften sind mit elektrischer Energie versorgt. Im Jahre 1927 wurden für Stromabgabe an Dritte, Eigengebrauch und Ausfuhr ungefähr vier und dreiviertel Milliarden Kilowattstunden elektrischer Energie erzeugt, davon entfallen 45% auf Allgemeinbedarf, 10% auf Bahnbetrieb, 20% auf Elektrochemie und Metallurgie, 20% auf Energieausfuhr. Um diese Energie von 4½ Milliarden Kilowattstunden mit der Kohle zu erzeugen, hätte es die Einfuhr von 2,9 Millionen Tonnen Kohlen im Werte von 126 Millionen Franken franko Grenze unverzollt erfordert, welche Kohlenmenge der tatsächlichen Kohleneinfuhr des Jahres 1927 fast entspricht.

Der Band mit den zahlreichen und sehr übersichtlichen Graphika, den zusammenfassenden Tabellen, den prächtigen Abbildungen und der gelungenen Übersichtsmappe weist eine sehr gediegene Ausstattung auf. Diese Veröffentlichung macht dem eidgen. Amte für Wasserwirtschaft und seinem verdienten Herrn Direktor, Dr. Mutzner, wiederum alle Ehre.

Eidg. Turnverein.—Die Präsidenten der kant. Turnverbände, die sich am 3. Juni in Aarau mit der Eigenheimfrage zu beschäftigen hatten, fassten nach eingehenden Referaten von Mitgliedern des Zentralkomitees des eidg. Turnvereins und des Architekten Wassmer, Aarau, eine Resolution, in der die bisherigen Vorkehrungen des Zentralkomitees gut geheissen wurden. Einmütig war man der Auffassung, dass die Schenkung freudig angetreten werden könne, und dass die weiteren Schritte zum zweckdienlichen Ausbau des Heims sofort in die Wege zu leiten seien. Eine Urabstimmung wird als überflüssig betrachtet, da der Wille, sich ein Eigenheim zu schaffen, durch die Turnerschaft genügend zum Ausdruck gekommen ist und namentlich durch die Sammlung dokumentiert wird. Diese ist indessen noch nicht zum Abschluss gekommen, man hofft jedoch, sie zu günstigem Ende zu führen. Auf Ende Mai angestellte Erhebungen ergaben ein Total der Sammlung von Fr. 132,000.— inkl. eine Ueberweisung aus der Zentralkasse von Fr. 10,000. Lobende Erwähnung fanden die Verbände Solothurn, Freiburg und Baselstadt, die sich bis jetzt in hervorragendem Masse an der Sammlung beteiligt haben. Es sollen nun die zum Ziele führenden Arbeiten unverzüglich an die Hand genommen werden. Die definitiven Baupläne sollen sofort angefertigt werden, sodass der Rohbau bis zum Winteranfang fertig gestellt ist. In Müssen könnten dann die Inneneinrichtungen studiert werden und im Herbst 1929 sollte das Eigenheim endgültig bezogen werden können. Der offizielle Name, den das Turnerhaus tragen wird, lautet: Eigenheim des eidg. Turnvereins—Stiftung Zurlinden. Die Abgeordnetenversammlung wurde vom Zentralkomitee auf Samstag und Sonntag den 20. und 21. Oktober nach St. Gallen angesetzt.

Oltener Tagblatt.

Lettre d'un chauffeur.—*Le Courrier du Val-de-Travers* publie une antique lettre qu'il assure être authentique et qui aurait été adressée en 1849 au directeur de la première ligne de chemin de fer en Suisse:

Voici donc cette fameuse lettre:

Cher monsieur le directeur, à Zurich, J'ai entendu que vous avez un chemin de fer et je voudrais bien devenir chauffeur. Je suis depuis 9 années homme à tout faire chez un paysan de Maennedorf. Il m'a donné un bon certificat. Je n'ai que 43 ans et l'on ne saurait trouver d'homme plus tranquille que moi; ma femme a seulement 42 ans, elle est encore plus tranquille que moi. J'ai aussi 9 enfants. Le plus âgé a 10 ans. J'aurais toujours la même quantité de vapeur. Je suis habitué à cela. L'année passée, j'ai chauffé tout l'hiver le fourneau de la chambre et je n'ai jamais eu trop de fumée.

Ma femme peut chercher du bois dans la forêt, de manière à épargner le charbon pour votre locomotive. Les enfants peuvent servir dans les stations. Je puis habiter avec ma famille chez vous pour vous épargner des frais. Vous pourriez aussi me donner vos vieux habits.

Je suis modéré dans mes prétentions. Je sais très bien tourner les robinets, je l'ai appris à la cave avec les tonneaux. Je n'ai plus tant peur maintenant des locomotives. Je suis très travailleur, Je me lèverai tous les matins à 7 heures et ne me coucherai qu'à 6h. ½ le soir. Je peux aussi conduire la nuit, je ne suis pas très peureux. J'ai encore un vieux sac à pain que je peux donner pour un contrôleur. J'ai aussi une lanterne qu'on peut accrocher la nuit au tender pour qu'il fasse plus clair. J'ai aussi un vieux parapluie qu'on pourra employer quand il pleut pour que le feu de la locomotive ne s'éteigne pas.

Je sais très bien enlever, avec la rapidité de l'éclair. Une fois j'ai conduit une charrette depuis Oetuel jusqu'à Maennedorf. J'allais très vite et me trouvais tout à coup en face d'une voiture. Alors, j'ai serré les freins et me suis arrêté sur place.

J'espère que vous me prendrez. J'ai entendu qu'on a dit que j'ai des aptitudes à faire de la vapeur et que je ne suis pas aussi bête que j'en ai l'air.

Avec salutations je signe:

Hans Ulrich Durst, au Gaegelhütli, à droite du deuxième poteau télégraphique, à Maennedorf.

Nota berné: Je voulais encore demander si vous voulez être le parrain de mon dernier-né. Si vous le voulez bien il faut me l'écrire. Moi et ma femme on ira alors vous chercher avec notre petit char tout comme les gens riches. La marraine est Dorothea Schachtelmeier, à Chrottenweier près Hombrechtikon, belle jeunesse, beaucoup d'argent comptant, jolis meubles, seulement 49 ans.

Die "gute alte Zeit."—An der Eröffnungsfeier der Vereinigten Schweizer-Bahnen in Chur am 30. Juni 1858 wies der Speisetzettel der Tafel im Bahnhof-Saal folgende nummerierte Besetzung auf:

1. Suppe, Reis mit Erbsen, Piré.
2. Westphälische Schinken, Salami, Sardellen-Brädelchen.
3. Roastbeef mit Früh-Kartoffeln.
4. Forellen mit Sauce hollandaise.
5. Junge Erbsen mit Fricandau.
6. Pastete mit Wild-Geflügel.
7. Blumenkohl mit Krebsen.
8. Reh- und Gänsebraten.
9. Salat.
10. Compottee.
11. Crème.
12. Aufsätze.
13. Torten.
14. Früchte.
15. Dessert.

Leider fehlt die Weinkarte...

An der Elektrifizierungsfeier vom 10. Mai 1928 wurde bescheidenlich verzehrt:

- Suppe.
- Fisch.
- Braten.
- Schweizerkäse und Früchte.
- Walliser- und Veltliner-Wein.

Und es soll trotzdem sehr gemütlich gewesen sein, meint die "Schweiz. Hotel-Review," und anfügen könnte man eine Betrachtung über die Genügsamkeit und Einfachheit von einst und jetzt.

Schweiz. Speisereihandlerst. Solothurn.

NOTES AND GLEANINGS.

End of Swiss Wheat Monopoly.

An epitome of the new proposals to regulate the supply and distribution of wheat throughout Switzerland is contained in the *Times* (June 16th). The old monopoly—a war growth—has always been a sore to the people at home for "Ohne Monopöler ist's dem Schweizer wöhlher."

"The final proposals of the Federal Council for the solution of the wheat problem have been very well received throughout the country. It is thought that they provide a satisfactory solution to the exceedingly difficult problem which has occupied public opinion in Switzerland for several years. The Federal Council favours the introduction of the Draft Bill drawn up by the Federal Government in 1927, which provides *inter alia* for the maintenance by the State of reserve supplies of wheat, the obligation to acquire home-grown wheat and supply it to the millers, the payment of milling premiums, and the protection of the milling industry. The necessary means for financing the scheme are to be obtained from an increase in the statistical fee on Swiss imports and exports; thus the cost will be borne by the entire Swiss foreign trade, instead, as was originally suggested, by bread consumers and millers. In all probability the price of bread will decrease as soon as the proposals of the Federal Council are adopted.

During 1927 the Federal Wheat Board imported 417,389 metric tons of wheat at a cost of approximately 186,000,000 f., the average value

per 100 kg. amounting to 32.55 f. The principal countries of origin were Canada (218,395 tons), the United States (130,623 tons), the Argentine Republic (27,132 tons), Australia (23,822 tons), and different European countries with a combined total of 17,317 tons. During this period the Board bought 53,366 tons of home-grown wheat, the price paid to Swiss growers of wheat averaging 39.39 f. per 100 kg. The purchase of cereals of last year's harvest was effected through the medium of agricultural cooperative societies, the price paid amounting to 20,300,000 f."

Liechtenstein.

The following from the *Times* (June 18th) may be an intelligent anticipation. Personally we believe that the 10,000 odd Liechtensteiners have sufficient common sense to discriminate between the wire-pullers and Vienna and the interests of their own country. The economic union with Switzerland has been of infinite advantage to the little principality; moreover, the prince and his friends at Vienna have shown little practical sympathy with the needs of his subjects. The restoration of the recently flooded regions has only been possible by Swiss assistance in money and labour.

"The Diet of Liechtenstein met yesterday at Vaduz and adopted, without discussion, the Dissolution Bill. The chief of the Government, Herr Schädler, will remain in office until after the election of a new Diet, and current affairs will be dispatched by the Prince, assisted by two Councillors and by the four members of the Finance Committee.

There is no doubt that the Bourgeois Party will form the new Government, but it is still uncertain whether the new Cabinet will consider the relations between Liechtenstein and Switzerland with a view to uniting the Principality with Austria.

It is generally felt in Swiss circles that there will be a complete change in the relations between the two countries, that the Principality will break off her economic ties with the Swiss Confederation, and that she will either remain independent, but economically united with Austria, or be politically and economically united with Austria. Switzerland will make no objection whatever to a modification in the policy of Liechtenstein, as the Swiss Confederation is opposed to any territorial extension, and, just after the War, refused the requests of both Vorarlberg and Liechtenstein for admission to the Confederation. But if Liechtenstein chooses to break off with Switzerland, the latter will consider the breach as complete and definite."

Motor Buses in Zurich.

Figures are published in the *Commercial Motor* (June 12th) with reference to the experiment made in Zurich with motor buses. The results seem to

QUOTATIONS from the SWISS STOCK EXCHANGES.

BONDS.	June 19	June 25	
Confederation 3% 1903	82.00	81.25	
5% 1917, VIII Mob. Ln	100.50	100.90	
Federal Railways 3½% A—K	85.00	85.10	
" " 1924 IV Elect. Ln.	101.00	101.50	
SHARES.	Nom.	June 19	June 25
	Fr.	Fr.	Fr.
Swiss Bank Corporation ...	500	816	812
Crédit suisse	500	950	939
Union de Banques Suisses...	500	730	730
Société pour l'Industrie Chimique	1000	2751	2727
Fabrique Chimique ci-dev. Sandoz	1000	4800	4850
Soc. Ind. pour la Schappe	1000	3980	4000
S.A. Brown Boveri	500	599	596
C. F. Bally	1000	1585	1585
Nestlé & Anglo-Swiss Cond. Mk. Co.	200	860	870
Entreprises Suisses S.A.	1000	1183	1190
Comp. de Navig'n sur le Lac Léman	500	505	500
Linoleum A.G. Giubiasco	100	328	320
Maschinenfabrik Oerlikon	500	875	875

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show that every passenger had a penny ride thrown in which is quite in keeping with the management of a municipal undertaking.

"A beginning has been made with the running of motor-buses in the city of Zurich, Switzerland, in conjunction with the municipal tramways. A fleet of six single-deckers was put into operation on August 8th last year and, by the courtesy of the director of the Zurich municipal tramway undertaking, we are now able to give some details of the results obtained up to the end of March last, i.e., a period of 33 weeks.

The number of passengers carried was 185,770 in the quarter ending with September last, 264,715 in the full October-December quarter, and 266,305 in the first quarter of the current year, a total of 716,790 passengers for the complete 33 weeks. The total vehicle-mileage for the whole of the period under review was 121,163, equal to approximately 5.92 passengers per bus-mile.

The receipts during the 33 weeks amounted to £6,802 or approximately 2.235d. per passenger and 13.4d. per bus-mile. When the service was inaugurated it was not expected, in view of the low fares charged, that it would prove a profit-earning proposition, the running costs, including all charges, being estimated at approximately 1s. 8d. per bus-mile. Although the returns show that a loss is being sustained, this will doubtless be reduced as the advantages of the buses are better appreciated by the public."

The "Rheingold" Express.

It will be welcome news to the host of regular travellers from this country to Switzerland that an alternative service has now been provided by the German State Railways. The new route cannot, of course, compete as regards time occupied, but where the latter is not of the essence of the contract the "Rheingold" will always score. Incidentally this new competition should stir the French line into making long overdue improvements. The following description is taken from a long article in *Modern Transport* (June 16th):—

"With its summer service the German Railway Company has introduced a number of special cars of the Pullman type, which are primarily intended for traffic between Holland and Switzerland and which, against payment of a small supplement, offer first and second class passengers, among other advantages, the benefits of greater comfort and constant attendance. There is now running daily in each direction between the Hook of Holland and Basle, via the Rhine valley, a train composed of these special coaches and known as the "Rheingold" express. Suitable choice of route and careful arrangement of timetable have permitted the journey time to be cut down considerably, while a connection is run from Amsterdam uniting with the main portion of the train at Utrecht. The new express is intended to maintain an unrestricted service throughout the year, and from July 1 to September 10 it will be continued as far as Lucerne. During the remaining portion of the year a good connection for Lucerne will be provided at the Swiss station in Basle. At the other end there is, of course, direct connection with London from the Hook, via Harwich. The departure time from Liverpool Street is 8.30 p.m., Lucerne being reached at 8.23 p.m. the following evening, whilst on the return journey the train leaves the Swiss resort at 7.50 a.m., and arrives at the Hook at 10.30 p.m. The connecting steamer by the L.N.E. route leaves an hour later, enabling passengers to be in London by 8.38 a.m.

From the Hook to Basle, the "Rheingold" takes 11 hours, and to Lucerne, 12½ hours; it is thus possible to travel from London to Lucerne by this route within the twenty-four hours.

The locomotive which draws the "Rheingold" is changed once only in the course of the 430 odd miles separating Zeevenaar and Basle—at Mannheim. It is capable of a speed of 100 kilometres (62 miles per hour); has a length (with tender) of 69 ft., and water and coal capacities of 5,940 gals. and 8½ tons respectively. Passport and customs examinations are carried out on the train. At the Dutch-German frontier these formalities are gone through while the express is travelling between Zeevenaar and Duisburg. At the Swiss frontier the examinations are made *en route* between the German station at the north of Basle and the Swiss station to the south of the city. Delays due to passport and customs inspections are thus totally eliminated.

To provide, as far as possible, for the varying wishes of passengers, there are, in the first-class coaches, both large and smaller compartments, seating four or two—smoking and non-smoking. Seating accommodation for first-class passengers consists of comfortable and restful, movable armchairs with high backs. The armchairs are arranged down the sides of the saloons, two to a table, and large windows assure an unrestricted view from each seat. Down the centre, between the tables, there is a spacious gangway. In the compartments seating four, similar armchairs are grouped around a central table. The second-class coaches each contain two

saloons. Seating consists of comfortable, high-backed armchairs, secured to the floor, four to a table on one side of the coach and two to a table on the other side. Down the centre runs the gangway. A further convenience is a special baggage compartment in each coach, where passengers' hand luggage, bulky overcoats, sticks and umbrellas can be deposited. In addition, each traveller has a luggage net by his seat where small articles can be placed, and, in the second class, there is also available the space between the backs of the fixed armchairs. The lavatories and their fittings leave nothing to be desired. Hot and cold water, towels and soap, are constantly available. Kitchens and pantries are identical in lay-out and equipment. Meals and refreshments are served to the passengers at their own tables.

Particular attention has been paid in all the stock to ample electric lighting and, in addition to the general illumination, each table possesses a table-lamp with separate switch. Thorough ventilation is secured by numerous roof suction ventilators, while in the saloons these are amplified by most effective roof fans. The architecture and decorative schemes of the interiors have been carried out to the various designs of several well-known German artists. The interiors thus present many alternatives in material, form and colour, so that travellers can take their places in those cars which most appeal to their individual tastes.

Externally, the cars are readily distinguishable from other State Railway stock by their distinctive colour scheme. The sides are violet below and cream above, being separated from the silver-grey roof by a violet stripe. Golden transfers complete the striking ensemble. The coaches are regarded in Germany as a noteworthy example of collaboration between coachbuilder and architect, and they are looked to to demonstrate the high degree of technical development of the German coachbuilding industry and the soundness of German workmanship. It may be of interest to append some extracts from the introductory remarks made by Herr Baumgarten, a director of the German Railway Company, upon the appearance of the new summer time-table this year. These remarks deal with the service in general and the "Rheingold" express in particular. Herr Baumgarten mentions that the introduction of the "Rheingold" is in the nature of an experiment which should show whether the Pullman type of vehicle, which is so popular in a number of other countries, will satisfy the tastes of the State Railway's passengers."

Physical Jerks For All.

To judge from this title we thought the *Daily News* (June 18th) was glorifying the art of strap-hanging, but the plea refers to the community gymnastics. The writer singles out a great gymnastic fête at Berne; Lucerne is evidently not in it!

"The keen public interest in all questions affecting national health and wellbeing is one of the characteristics of the age. But many seem as yet not to have realised the necessity for individual and national health culture.

I would point, therefore, to the example set by Switzerland.

Community gymnastics have been popular among the Swiss for generations. It is a wonderful and inspiring sight to see hundreds, even thousands, of young men and maidens grouped

in one of the parks gracefully performing cultural evolutions and gymnastic drill directed by an expert on a central platform. In Berne, the beautiful capital city, the great Gymnastic Fête will be held between June 24th and July 1st.

Beside individual performances there will be group gymnastics, the evolutions for which are carefully charted and sent out to the towns and villages where they are practised, so that perfect unity and rhythm is secured when the village groups meet in a vast concourse on the Währdorf Stade.

Not only is such training of infinite value to national physique, but it provides an interest in village and small town life difficult to secure otherwise. It has in consequence immense value in mental and spiritual stimulation, or in what our American friends describe as "uplift."

I see no reason, since community singing, itself for generations popular in Switzerland and in Germany, has become a popular and healthy pastime in our country, why community gymnastics in the spring and summer months should not become as popular as it is in Switzerland. I can readily picture hundreds of young people preparing for the national physical festival, training on Hampstead Heath, Peckham Rye, Wandsworth Common, Battersea or Regent's Park, and finally meeting in Hyde Park, where would be shown also displays by trained athletes and gymnasts from the Army, the Navy and the Air Force."

SOIREE ANNUELLE SUISSE.

As I told you when I was inviting you to Caxton Hall for the 21st, those who did not go missed a fine evening. It was a success from the beginning to the end. 'Soirée Annuelle' sounds so ordinary, so uninviting, yet, there is the little word 'Suisse.' And the evening was 'Suisse' and warm, full of pleasure for all who took part, and the flowers were so 'telling' and the speeches so flowery, that even the hard and prosaic hearts melted to the required fluidity.

A hearty welcome was accorded our Minister, M. C. R. Paravicini. In a few apt phrases he opened the function and touched the chord which is ever responsive in the heart of a Swiss—the chord of loving remembrance.

The Rev. Pastor Hoffmann-de Visme also addressed the gathering. While he was speaking the walls of the building seemed to vanish and the summits of the snow-clad giants of Valais and Berne appear. The sound of the "Treichele" made the whole thing even more realistic.

But let me say a few words with regard to the artists, or rather, their productions. The "Cœur de Mai," sung by the Sunday School choir, was very good. The great professional singer may have more power of expression, more skill in producing a certain note, but at a function like the Fête Suisse he is not really at home. The voices we heard might have been stronger, but they could not be warmer. And the rendition was good.

There was more force, more strength in the voice of Miss Stella Brown, who gave us a piece from the Barbier de Seville. She has a strong and full voice. We enjoyed the singing, we appreciated the rendering from the artistic standpoint, but our hearts remained untouched.

Mlle. Suzanne Jacob played both the "Prelude" from Chopin and the "Aufschwung" from Schumann with a skill that touched virtuosity at many points. Miss Campart's sketches were quite effective. Expression, mimicry and acting were all alike superb. I must make a note of the name for my new comedy.

Then we heard the Swiss Institute Orchestra play a selection from Rossini's "Wilhelm Tell" and a "Fantasie" from Doret; we had the unusual treat of three songs by Prof. Gaillard and, last but not least, we heard the Chœur Mixte, admirably directed by Mme. Weber-Gaillard, and a double quartette from the Swiss Choral Society.

To mention every item would lead us too far. Let me say that they all represented work well done, combined with fine, and in some parts really artistic, execution. If I had one wish, it was that the Chœur Mixte would get one or two more male voices. Those singing were doing their very best but they were drowned by the female voices.

Now don't let me forget the children. Children are always sunshine, and when they were singing little Baby to sleep I should have liked to have gone up to the platform and kissed every one of them. The artist can elate me with his music, his singing; the poet can transform the grey everyday into Sunday; but it all vanishes so quickly. However, a child's laughter, a child's happy face, remains impressed on our minds for weeks, if not for ever. Therefore, children, I thank you first and foremost, and I appreciate the labour of those who helped you to be present and thus contribute to the evening's success.

Humour was provided by the actors in "Facilité." At least one fine actor was amongst the company, and two very good amateurs.

Let me conclude by saying that it was a very fine, enjoyable evening, and that we all must be thankful to management and artists alike. Thank you very much and—*au revoir!* J.H.B.



Schweiz. Bundesfeier
Fête Nationale Suisse
Festa Nazionale Svizzera

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