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HOME NEWS

At the forthcoming annual congress of the Swiss Socialist Party, which takes place at Berne in September (about six weeks before the Federal elections), measures are to be discussed to prevent a recurrence of the lack of discipline when last December only 35 out of a total of 49 Socialist members of the National Council voted for Robt. Grimm, the official candidate for the Vice-Presidency of the Council.

The municipal council of Aarau has voted a credit of Frs. 385,000 for the construction of a large gymnasium to be erected on the estate recently presented to the Federal Gymnastic Society by Mr. Rudolf Zurlinden.

The Radical Party of the canton Ticino passed a resolution regretting the adverse effect on Liberal institutions and principles exercised by the intense Fascist propaganda in Switzerland.

The municipal subsidy to the Zurich Stadt-theater is to be increased from Frs. 327,400 to Frs. 466,900 on condition that a larger number of plays at popular prices are to be produced and that Swiss artists shall be given preference.

An old age pension scheme is to be introduced in Zurich. No premiums are levied and an annual pension of Frs. 400 is to be paid to citizens after having reached the age of 65 and whose yearly income does not exceed Frs. 1,500. The scheme will cost the municipal treasury about 1½ million francs per annum.

The present total prohibition of dancing on Sundays in the canton Zug has been slightly modified in so far that private parties are now permitted to indulge in this pastime.

Prof. Eug. Ritter, formerly a celebrated university lecturer, died in Geneva at the age of 91; he was a prolific writer and an authority on contemporary literature.

FIRST OF AUGUST CELEBRATION.

The arrangements for celebrating the First of August are now nearly complete and, given favourable weather conditions, the event will constitute a great patriotic rally of our Colony.

Most of the Swiss societies are actively contributing towards making the amusement part as attractive and enjoyable as the limited space at their disposal will allow. The Swiss Rifle Association are of course in charge of the rifle and pistol shooting, and it is intended to arrange a competition for non-members. Mr. Schutz and other members of the Swiss Merc. Society will run the 'cocoa-nut shies,' and the pillow fights (with prizes) will be staged by the Gaillard Double Quartet, which also prepares a "Gallery of London Swiss Celebrities." The "Darts" Competitions are in charge of Mr. J. J. Schneider, whilst the "Chinese Laundry" will be run by a fair member of the Colony.

All the side shows will be in continuous operation from 3 till 9, and the Committee would be pleased to have the names of a few compatriots who can offer their co-operation so as to give some relief to those officially in charge.

EXTRACTS FROM SWISS PAPERS.

Unsere Presse.—53 Jahre hindurch ist das in Berlin erscheinende "Correspondenzblatt" den Schweizern im Ausland ein treuer Kamerad gewesen. Nun liegt die letzte Nummer vor uns. Noch vor wenigen Jahren hätten wir an dieses Ende nicht gedacht. Es sei nur an den "Offenen Brief" des damaligen "Correspondenzblatt", Redaktors Willy Hieronymus an den Herausgeber der "Schweizer Heimat" erinnert (9. März 1925). Heute ist es Tatsache geworden: Der Selbstmord des Blattes ist geschehen! Was man vor Jahren strikte ablehnte—heute heisst man es willkommen. Die wahren Beweggründe werden diplomatisch ver-

schleiert. Wir möchten die Zweckmässigkeiten gründe und die Absicht, dem Auslandsschweizertum besonders gut zu dienen, die zu der Verheiratung des "Echo" mit dem "Correspondenzblatt" geführt haben, stark bezweifeln. Eine Auslandsschweizerzeitung kann nur im Ausland erscheinen.

Wir stehen am Grabe einer populären Halbmonatsschrift für uns Auslandsschweizer. Manche Feder haben wir in früheren Jahren für sie stumpf geschrieben. Am Grabe dieser Publikation steht aber noch ein Mann, den man in der Grabrede in der vorletzten Nummer des "Correspondenzblatt" ordentlich kurz erwähnte: Unser lieber Freund Carl Trudel in Männedorf. Sein Lebenswerk hat man zerstört. Jahrzehnte hindurch hat er sich mit dem Blatte abgemüht. Er rettete es durch Kriegen- und Revolutionszeiten hindurch. Carl Trudel ist ein Pionier unserer Presse. Stolz und dankbar blicken wir auf ihn!

Schweizer Heimat.

L'activité de l'Office national suisse du tourisme.—Les bureaux de Zurich et de Lausanne de l'Office suisse du tourisme ont expédié, en 1927, en fait de matériel de propagande, 352,643 imprimés de l'Office, 433,438 imprimés des intéressés et 28,619 affiches. La plus grande partie de ce matériel a été destinée à la Suisse, à la Grande-Bretagne, à l'Allemagne, à la Hollande, à la France, à l'Italie, à la Belgique, à l'Autriche, à l'Espagne et à l'Amérique du Nord, bien qu'aucun pays n'ait été négligé, pas même l'Afrique, les Indes, le Japon, la Chine et l'Australie. En outre, 46,000 exemplaires du "Bulletin d'information" ont été adressés aux autorités, à la presse, aux agences et bureaux de voyages, aux représentants officiels de la Suisse à l'étranger. Ce bulletin paraît en français, en allemand, en italien et en anglais. Son tirage est de 2,100 exemplaires, dont 1,700 sont destinés à l'étranger. Les renseignements publiés dans le bulletin ont trait au trafic ferroviaire, à la navigation sur les lacs, à la circulation routière, à l'aviation, aux postes, aux douanes, au télégraphe et au téléphone, ainsi qu'aux manifestations sportives et festivités diverses.

Parmi les publications nouvelles de l'Office ou les rééditions de ses publications existantes il convient de citer les suivantes: 90,000 exemplaires du "Printemps en Suisse," en trois langues; 15,000 exemplaires en français de "La Suisse et ses institutions d'éducation et d'instruction," 30,000 exemplaires de "La saison d'été en Suisse 1927," liste des manifestations sportives et mondaines, en trois langues; 30,000 exemplaires de "La saison d'hiver en Suisse 1927-8," en trois langues; 10,000 exemplaires de "Winter in Switzerland," brochure illustrée en langue hollandaise et 50,000 exemplaires du guide illustré "Switzerland" en langue anglaise, avec carte de la Suisse. L'Office a aussi fait paraître 100,000 exemplaires de sa "Carte du touriste" au 1: 600,000; 10,000 exemplaires de la même carte avec texte hollandais et illustrations au verso, puis 24 mille exemplaires semblables avec texte anglais. L'édition 1928 du calendrier à feuillet "La Suisse" comprenait 1500 exemplaires allemands, 1500 anglais et 500 français. Une liste des huttes pour skieurs a été tirée à 1000 exemplaires. Les affiches en héliogravures pour les sports d'été ont paru en 14,000 exemplaires en sept sujets différents: automobile à la Furka, sports nautiques à Ouchy-Lausanne, la pêche à la Lenk, l'alpinisme dans les Alpes d'Appenzel, terrain de golf au Dietschiberg près Lucerne, sports nautiques à Neuchâtel et le tennis à St. Moritz. Une affiche en couleurs relative aux stations, d'hiver et aux Jeux olympiques de St. Moritz a paru en 3,000 exemplaires grand format et 1600 exemplaires petit format.

A côté de ses propres publications, l'Office a favorisé l'édition de divers ouvrages de propagande, en collaborant à leur rédaction, en leur accordant son patronage et en se chargeant de leur diffusion. Tel est le cas par exemple pour la brochure illustrée en couleurs Stations balnéaires suisses, en cinq langues, envoyées surtout aux médecins étrangers.

Le Pays, Porrentruy.

Eine alpine Gedächtnisfeier im Wallis.—Zur Erinnerung an den früheren Präsidenten des Genfer Stadtrates, Marcel Brunet, der Mitte Februar in einer Lawine unkam, fand letzte Woche an der Unglücksstätte, in der Combe de Médran (2500 Meter) an den Hängen des Mont Gelé, eine ergreifende Feier statt. Nach einer Ansprache des Präsidenten des Genfer Bergklubs "Cyclamen" wurde eine in den Felsen eingelassene Gedenktafel enthüllt. An einige Gesangsvorträge schlossen sich weitere Ansprachen an, in deren Verlauf der Präsident der "Fédération Montagnarde" erklärte, dass die künftige Hütte dieser Vereinigung, die hier entstehen soll, den Namen Marcel Brunets tragen werde. Eine der Feier vorausgehende Rekonstruier-

ung des Unglücksfalles unter Leitung des Wartes der Montfort-Hütte bestärkte aufs neue die Ueberzeugung, dass die Katastrophe vom Februar weder einem waghalsigen Entschluss, noch einer Unvorsichtigkeit in der Ausführung, sondern tatsächlich höherer Gewalt zuzuschreiben ist.

Walliser Volksztg., Brig.

NOTES AND GLEANINGS.

Apart from the article dealing with one of our compatriots prominent in the industrial life of this country, there is very little in this week's gleanings of interest to our readers. Zermatt and the Matterhorn have enjoyed a great deal of publicity, chiefly on account of the lateness of the season; snow is still abundant on the higher Alps, making the ascent of the higher peaks difficult and dangerous. It is barely a fortnight ago that the first climb this year of the Matterhorn was effected.

We have been taxed with giving in one of our recent issues a full description of the "Rheingold"—the new German route to Switzerland. We should like to inform our critics that we do not hold a brief for the German railways nor have we received yet a free pass in consideration of any services that we might have rendered. However, in order to please our friends on "the other side" we reproduce a description of the

Simplon-Orient which appeared in the *Irish Times* (July 2nd).

"The white cliffs of England lie far astern; the low shores of France draw closer on the bow. In a few moments the steamer glides between narrow piers and up to the more substantial landing stage, where rises the wholly inartistic *Gare Maritime*, an island entirely surrounded by trains, porters and gentlemen eager to exchange your pounds for their francs.

At the *Gare Maritime* you suffer Customs, and board your train. Sometimes the latter operation is not so easy. Trains give the impression of being strewn carelessly over the landscape. "*Paris-Nord*," it is true, lies in orderly fashion along the main platform, but, if you seek another train, it is necessary to go all round the place to find it. Even your blue-bloused porter will sometimes be puzzled. He will be certain, however, of the amount he intends to extract from you before the parting.

While stumbling over the metals, keeping an eye on your porter, and trying to imagine that he would thank you for five francs, spare a glance if no more, for certain imposing-looking trains sandwiched among the general collection. Their massive carriages are dark grey or brown, with large windows and doors at each end. They bear the imposing legend, "*Compagnie Internationale des Wagons-Lits et des Grands Express Européens*," in gold lettering, and carry white route placards. Above all, they carry titles by which you shall know them as being some of the great trains of Europe—the *trains-de-luxe*, which can rush you to the farthest corners of Europe and the Near East in comfort and without a change.

To islanders like ourselves, accustomed to seeing our noblest expresses labelled "Dublin-Cork" or "London-Edinburgh," these great trains appear of surprising performance. Here is "Simplon-Orient" express, Calais to Constantinople, two thousand miles or so in all, through France, by Lake Geneva to the Simplon Tunnel, Milan, Venice, Trieste, Belgrade, Sofia, and so to the Bosphorus.

Perhaps you are fortunate enough to be one of those boarding a *train-de-luxe*—a relatively short journey, say Calais-Lausanne, to suit this relatively short article. "Simplon-Orient" is your train, but, before approaching the brown-uniformed *controlleur* guarding your carriage steps produce your passport and book of tickets, and be ready to hand him the lot. He will return them to you at Lausanne. You have, of course, reserved your berth—it is most unwise not to do so—and the *controlleur*, with list of reservations in hand, directs your porter to the proper compartment. Following him, you see that the carriages are similar in "lay-out" to the ordinary corridor car at home—corridor at one side, compartments at the other—but everything is on an elaborate scale, and the windows are of generous size. Beneath the corridor windows tip-down seats provide unusual resting accommodation.

Now the porter turns into your compartment, and, having left your luggage, stands expectant. Let us hope that you satisfy him, and let us hope also that you have been lucky enough to secure a compartment to yourself. Here it is—a comfortable little room, one large and one small window facing you as you stand in the doorway; seat