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HOME NEWS

Though the tenor of the reply to the Swiss Note has not yet been made public it is semi-officially stated that the points raised have not been dealt with in a satisfactory manner by the Italian Government; further direct negotiations have therefore become necessary. It is also officially stated that the friendly relations between the two countries are in no way affected.

It is officially stated that a second Note with reference to the Rossi affair was handed to the Italian Government last Wednesday; its content, like that of the first one, has not yet been published by the Federal Council.

The proposal of the Ticinese States Council to impose a special duty on all wines and liquors having a 'luxury' character is being vigorously opposed by the many associations and federations representing the hotel and wine distributing trades.

The state insurance of school children which has been in operation for a few years in Zurich and the canton of Argau is showing disappointing results. The funds originally allotted for financing the scheme have proved entirely insufficient, though the number of school children is on the decrease. It is stated that the professional services of the practitioner are called in for trilling cases which before the advent of this insurance received all the care required at home from the parents.

The partial breaking up of Monte Arbedo, which rises to the east of Bellinzona, entered upon the first stage at the beginning of this month. Starting from two separate points huge masses of rock and stone were hurled into the valleys of Taglio and Arbedo. The event and its effects having been anticipated months ago by geological experts no lives were lost as the threatened districts were evacuated in good time. Considerable damage—estimated at about £20,000—had been caused; the old military road below the alp Monte Chiara has been totally destroyed; a large water reservoir in the Val Pieme belonging to the Swiss Federal Railways has disappeared; the cable railway in the Val Arbedo, built some years ago at a cost of £10,000, has been partly ruined; forest land and valuable wood reserves ready for marketing were buried and about 30 empty cattle barns carried away. It is stated that the town of Bellinzona and the Gothard railway are in no danger as the movement of Monte Arbedo is confined to an easterly direction, but there is some anxiety as to water difficulties, the natural course of local torrents being impeded by boulders and topographical changes.

Legacies amounting to about 10 million francs have been made by the late Mr. August Weidmann-Jüst, principal of a large dye-works in Thalwil (Zurich). Apart from liberal donations to employees, he bequeathed 1.65 million francs to Thalwil, Frs. 400,000 to his commune of origin for scholastic and ecclesiastical purposes, and Frs. 300,000 to different local societies and institutes. Part of the residue of his estate is to be used for the foundation of a benevolent fund bearing his name.

Nine months' imprisonment and a fine of Lire 1,000 was inflicted upon a Swiss—Denis Dellèze—by the courts of Ivrea (Italy) for having insulted the Duce. It is stated that in crossing the frontier in order to pay a visit to his brother, who is a monk at the St. Bernard hospice, he had an altercation with the guards in the course of which the incriminating remarks were uttered.

Considerable damage was done by a fire which broke out in a baker's shop in Sattel (Schwyz); the latter and the adjoining Gasthaus zum Adler were completely destroyed.

Signora M. Crivelli-Toricelli, known as the soldiers' mother, has died at the age of 70. During the years of mobilisation she organised, mostly at her own expense, in the canton Ticino numerous homes and social centres tending to the welfare and comfort of the soldiers.

NEW BUILDING FOR THE LONDON Y.W.C.A.

Mrs. Stanley Baldwin has addressed the following letter to the Swiss Minister:

Dear Monsieur Paravicini,

I am venturing to send you the enclosed pamphlet in the hope that it might be possible for the Swiss Colony in London to present a room in this Girls' Club House that we are striving to erect. Over 1,000 girls of non-British nationality (617 were Swiss) passed through our old Buildings last year. The accommodation was found to be inadequate to the evergrowing needs and the young women travel more and more, so for the last three years we have been striving to erect a more up-to-date building. The Club is international and undenominational.

It would be delightful if Switzerland could be represented by a room in the Club House.

Yours sincerely,
LUCY BALDWIN.

M. Paravicini has replied as follows:

Dear Mrs. Baldwin,

I thank you for your letter of October 1st regarding the construction of a new Y.W.C.A. Building.

As far as I am concerned, no time shall be lost to mobilise the quarters from where contributions may be expected. As to the results of my endeavours, I cannot, of course, venture to pronounce my opinion in advance—but of this I am certain, that in this respect your autograph letter, and the earnest and forceful way in which you couch your appeal to Switzerland, will be of most substantial help.

Would you kindly instruct your Secretary to forward to me, if possible, two dozen or so of the pamphlet with attached card?

Believe me,
C. R. PARAVICINI.

The Central Club for the Y.W.C.A. for professional and business women, as well as for domestic workers, is to be erected near the junction of New Oxford Street and Tottenham Court Road, where site has already been bought. In addition to the sum to be provided by the sale of the present building in Hanover Square, a sum of £100,000 must be raised to construct the planned Club Building, which will contain: Founders' Hall for large meetings, conferences and entertainments; Library, for which the Carnegie Trustees have promised a generous donation; Chapel for private and corporate worship; Lounge where members can meet their friends, both men and women; Club Rooms for groups of members and their organised activities; Restaurant, providing lunches, teas and suppers at reasonable prices; bedrooms for temporary use; Rest Rooms and Bathrooms; Gymnasium for all physical activities and, it is hoped, a Swimming Bath; Health Centre, providing skilled advice; Information and Housing Bureau.

Amongst other countries, Switzerland is asked to contribute to the institution by the gift of a room (for instance, a "rest room" at £1,000, or one or two bedrooms at £350 each), which rooms are to be named after some historical Swiss woman to perpetuate her memory.

The Swiss Minister is now considering the best means by which the contribution of Switzerland can be found.

NOTES AND GLEANINGS.

The Falling Mountain.

Large headlines, such as "Three Alpine Summits Crash" in the *Daily News* and somewhat exaggerated reports in all the English dailies have turned the long-expected phenomenon in the canton Ticino into a catastrophe. The reporters seem to have vied with one another in sending to London the most sensational news about the matter. We reproduce a leader which appeared in the *Times* (Oct. 5th):—

"For thirty years anxious eyes had been fixed upon Arbedo, a mountain in the Canton Ticino of Switzerland. In 1888 the summit was found to be moving horizontally northward. First at the rate of one inch a year, then of two inches, then of four inches, the movement of these 200,000,000 cubic metres of rock went on; and at the same time a vertical movement was lowering the peak at a similar rate of progression. In 1926 both movements became far more pronounced; the mountain top moved eleven inches northward and fourteen inches down. By the autumn of last year the danger had become so

urgent that the Government of the Canton ordered the evacuation of the villages most gravely threatened. Last December a Correspondent sent us a vivid account of desolation and impending ruin. Deserted villages with houses shuttered and forlorn; vast fissures engulfing earth and trees; splitting rocks, ominous crackings and rumblings proclaimed that the mountain was rotten through and through, and that the time was not far off when there must be such a fall as Europe had not known since the pre-Glacial Age. Now that hour has come. With din and dust like a volcanic eruption, a mountain top once nearly six thousand feet high has fallen into the valley, and with it have fallen three lesser peaks. Houses, roads, forests, pastures have been wiped out. So huge is the fall that the mass has choked the valley and heaped itself up the slope of the mountain on the other side. And still, says expert opinion, this is only the beginning.

It is a dreadful thought, the slow, relentless approach of a catastrophe which men must watch but can do nothing to stop. But in this great catastrophe not a human life has yet been lost. Therein it differs widely from a somewhat similar event which took place last April at Santos, in Brazil. The Swiss geologists and Government authorities cannot be too warmly congratulated upon the clearness of their prevision and the efficacy of their measures. But their anxieties are by no means over. What was foreseen has occurred: the fallen mass has dammed the course of the river in the valley. Above the barrier a lake will form containing many million cubic feet of water. And upon the power of the dam to bear the weight of that water depends the fate not only of a strip of the Saint Gothard railway a mile away, but of Bellinzona, the capital of the Canton. Bellinzona, the ancient city that was once a gate into Lombardy—the mediaeval fortification placed amid scenes of unexampled beauty—has claims of history and association, to say nothing of its modern dignity, which make its safety a matter of interest to many travellers who have changed there on their way to Locarno, or taken a leisurely way to the Italian lakes. It is not a pleasant thought that the fate of Bellinzona depends, as our Correspondent declared on Tuesday, upon atmospheric conditions. The city, with a gigantic landslip hard by, must now be steeling herself to face a cataclysm."

And this is what the *Daily Mail* writes on Oct. 4th under the title "When Man is a Mouse":—

"The fall of some three or four million cubic yards of rock, earth and forest from Mount Arbedo in Switzerland has produced sufficiently impressive results. But it is a mere nothing to the disturbance which the engineers and geologists say is imminent, and which may indeed occur at any minute—the fall of over 200 million cubic yards of rotten rock from the mountain. Nothing on quite this scale has happened in historic times in Switzerland.

The power of man can do little or nothing to avert such a disturbance. The cataclysms of nature he cannot control. They are of magnitude far beyond the scope of his forces. But it is interesting to reflect that he can often foresee them and guard against them. In this particular case of Mount Arbedo the population in the neighbourhood was evacuated some weeks ago; and therefore it is to be hoped that there has been no serious loss of life. Very different was it with the great mountain-fall which in 1806 overwhelmed Goldau, and which may have reached 20 million cubic yards of material. On that occasion over 450 people perished miserably because knowledge and foresight were wanting, and no one troubled to order precautions."

In Praise of the Swiss.

The impressions of an English tourist are recorded under this heading in the *Western Mail* (Oct. 2nd); vanity must be our excuse for reproducing them *in extenso*:—

"We all know Switzerland as an incomparable playground—the playground not merely of Europe, but of the world. Indeed, a recent visitors' list included "M. et Mme. Quelquechose, *Equator*," which was possibly a printer's merry jest. But few of us, perhaps, here in the West realise what a highly-organised and efficient State Switzerland really is. This does not apply only to hotel-keeping, though its hotels, as everybody is aware, are splendidly run, places where one finds cleanliness, courtesy, brightness, good food, good beds, even in the most modest establishments, and this due not to chance, but to definite and careful organisation.

For instance, there is at Lausanne an admirable college the sole purpose of which is to train

young men in all the details and branches of the hotel-keeper's business. And those who intend to devote themselves to this work spare no pains, begin at the bottom, go through all the grades, and spend long periods in Paris, London, Italy, Germany, learning the languages likely to be required and the idiosyncrasies of the various nations from which Switzerland's visitors come.

But this high efficiency is noticeable not in one direction alone, but everywhere. To take one small but important point. The punctuality of the trains is astonishing; and that not merely in the "rapides" or "trains de luxe," but in the humble tramway railways, or the rack-and-pinion railways which climb so excitingly amongst the mountains and precipices. Two things contribute greatly to this excellent quality. First, the trains are all passage—or corridor trains, so that no time is lost in opening and shutting innumerable doors; and, second, tickets are all examined in the trains, so that exasperating delays outside stations and at stations are altogether avoided.

A new practice introduced this year obviates the whistling with which we are so familiar in this country. When the time of departure comes the "chef de gare" or his deputy raises a disc painted white and green, and the train instantly moves off. A very large proportion of Swiss trains are electrically driven, and this promotes comfort in travelling by eliminating smoke and dust, and gives quicker running, because starting and stopping are accomplished more rapidly. The long-distance trains of England and Wales are equal to any; but it is humiliating, when considering conditions in Switzerland, to remember that punctuality is almost unknown here upon branch and local lines, and that a run of twenty miles or so constantly means ten or fifteen minutes lost.

Another feature of Swiss efficiency is the admirable service of motors run by the Swiss Post Office to serve mountainous or other places remote from the railways, and particularly the "Postes Alpestres Suisses," which serve during July, August and September passes such as the Grimsel, the Furka, the Great St. Bernard, the Simplon, and the Splügen. These vehicles carry about fourteen passengers with mails and baggage. They are built specially for the service, and fitted with large Saurer engines, and are provided with every convenience for the passenger. The seats are wide, with excellent springs; there is a cover for bad weather which can be placed in position by turning a handle in two minutes.

Seats on these vehicles are booked at the post-offices, and they are a real boon to tourists, enabling them to see in comfort and without fatigue some of the most wonderful and awe-inspiring scenery in Europe. The Swiss mountain roads are seldom (strange as it may seem) of very severe gradient, although a route may rise five or six thousand feet in a couple of hours. The roads rise by means of zig-zags with frequent hairpin bends. (On the South of the St. Gothard there are 24 zig-zags going down to Airolo.) These bends are often troublesome to the nervous passenger, but the Swiss postal drivers are specially selected men, and accidents are almost unknown.

It is interesting to note that being on Government service these post-automobiles have precedence so that other vehicles have to give way. At the Great St. Bernard Hospice, at the pass, for instance, there is a notice which illustrates this, and shows the careful organisation already spoken of. "No vehicle," it runs, "must leave the Hospice (i.e., for the return downward journey) until the arrival of the post motor at about 12.35." In this way awkward and dangerous meetings on the narrow roads or hairpin bends are avoided.

On the Great St. Bernard route, it may be mentioned, at the small village of Bourg St. Pierre there is surely one of the most oddly-named inns anywhere to be found. It is the "Hôtel du Déjeuner de Napoleon I."—the "Hotel of the Breakfast of Napoleon the First." It was here, so history says, whilst yet First Consul, that he stopped for a few moments when on his way into Italy in 1800, just before the battle of Marengo. The crossing must have been a stupendous task. The more so as all his cannon and war material had to be dragged over the snow by 4,000 Swiss of the Valais, whom he had impressed for the service.

There are about 600 of these post-routes in Switzerland, some, of course, as was said, only open in July, August and September, but some carried out by means of horses earlier and later in the year, and some, as in the Ticino (Lugano and Locarno), where the winters are mild, all the year round.

As is natural, the women of Switzerland are fully equal to the men in displaying these national qualities of efficiency and organising ability. The great exhibition which has been held at Berne and the advertisements of which meet one everywhere with the mysterious word "Saffa" is

an excellent indication that Swiss women are in no sense being left behind.

"Saffa" means "Schweizerische Ausstellung für Frauen Arbeit," i.e., the Swiss Exhibition of Women's Work. In it women are shown engaged in from thirty to forty trades; all branches of housework are represented, and the exhibition is housed in a number of characteristic chalets painted in the brightest and most attractive colours. All Switzerland has been interested in it and has been going to it. It seems certain that "Saffa" will re-appear in suitable national garb in many other countries.

We are apt to think of the Swiss as a nation of hotel-keepers, and to imagine that the national motto is the sign so universally seen, "Restauration a toute heure." ("Refreshments at any time."). But this would be a great mistake. Rather one would be inclined to sum up their work in one short admiring phrase: "Whatever they do, they do well." Fortunately for them, work appears to be abundant. During a fairly extended visit this year, covering various parts of Switzerland, nowhere was there to be seen a single man standing idle for lack of occupation. Unemployment appears not to exist."

An article in a similar strain has appeared in the *Dublin Evening Mail* (Sept. 28th) and will appeal to those in our Colony who have shown a tangible interest in the "Saffa" exhibition at Berne.

"Of the capital cities of Europe none is today, and, until the end of September will be, more gay than that of Berne, the charming mediaeval capital city of the Alpine Republic. Switzerland is completely under the spell of its women, who from Zurich, Basle, Geneva, Interlaken, and the larger towns, and from every remote mountain hamlet and snowbound chalet, have sent to Berne—to "Saffa"—examples of their handicraft for exhibition. No exhibition has ever been organised with greater thoroughness. "Saffa" is an event in the history of national organisation.

All Switzerland has been sedulously schooled to the significance of "Saffa," and the propaganda directed wholly by women, conducting a special newspaper for the purpose, has permeated every home in the land.

The result is astonishing. Berne is the centre of a great new national movement linking women of four languages and many dialects, two religions, a variety of customs. No exhibition quite similar has ever been held in Europe, certainly not on so large a scale. Berne is beflagged with pennants of rare design representing the various Cantons. The quaint arcades of its streets are decorated with pine branches and evergreens from the forests, while at night the town is brilliantly lighted with a myriad twinkling lights, the vast bridges towering over the River Aare, which encircles the city, are surmounted with flaming beacons, while the delicate stone tracery of the old Minster's spire gleams pale white against the starlit skies. And up and down the Arcades they pass, women seldom seen in cities, serene from their peasant homes, with golden hair in rich plaits and wind-kissed complexions; dark-eyed and sunburnt from the Ticino; weathered and lined, strong and firm from dairy farms always against the snow line, where grow those fresh green grasses and flower jewels, which are the food which have made Swiss cheeses world famous.

This exhibition was the conception of a very young woman, Mdlle. Lux Guyer. The organisation has been hers. She represents a new movement amongst Swiss women. The scope of the Exhibition is enormous, almost bewildering. The motif of the whole plan is broad in objective and the design divided into sections from different displays—agriculture, lace, furniture, the arts, fabrics, toys, dairy produce, cooking—and classified by Cantons, so that methods can be compared.

To a man the dominating interests are the dairy produce, and the exquisite handicrafts, especially lace and tapestries. There are probably few parts of the world to-day, since the incursion of machine made fabrics, in which the mediaeval schools of needlework and lace making have been preserved as in Switzerland. The long weeks in which the countryside is snow bound have been responsible for retaining these arts amongst the Swiss, and the products of their industry, at once immense in range of design and vast in output, demonstrate that thoroughness and industry are the main traits of Swiss national character. The whole nation possesses these traits. I should add, the men as well, for example as is demonstrated by Swiss engineers, equalled probably only by Scots and Swedes, and by the Corps of Swiss Guides, whose character is like that of the Highlander or the Gurkha of Nepal.

One may spend hours in the Exhibition, which covers many acres. Conferences, concerts, and national plays are proceeding daily. The Federal Railways and Motor Postal Services have provided special facilities so that school children may visit the Exhibition, and I have seen them there, meeting for the first time from the Austrian, French, Italian frontiers with no common language; from towns and from chalets with no

QUOTATIONS from the SWISS STOCK EXCHANGES.

BONDS.	Sept. 29		Oct. 5	
	Fr.	Sfr.	Fr.	Sfr.
Confederation 3% 1903	500	81.10	500	81.00
5% 1917, VIII Mob. Ln	1000	101.90	1000	101.75
Federal Railways 3 1/2% A-K	1000	87.25	1000	86.85
1924 IV Elect. Ln.	1000	101.10	1000	101.05
SHARES.				
Swiss Bank Corporation	500	838	500	837
Crédit Suisse	500	945	500	946
Union de Banques Suisses	500	760	500	750
Société pour l'Industrie Chimique	1000	3410	1000	3365
Fabrique Chimique ci-dev. Sandoz	1000	5300	1000	5320
Soc. Ind. pour la Schappe	1000	4240	1000	4212
S.A. Brown Boveri	500	598	500	596
C. F. Bally	1000	1540	1000	1540
Nestlé & Anglo-Swiss Cond. Mk. Co.	200	972	200	957
Entreprises Suizer S.A.	1000	1250	1000	1236
Comp. de Navig'n sur le Lac Léman	500	520	500	506
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common custom other than a common youthful humanity which proclaims always an empty stomach. One of the best sights I have ever witnessed was such a collection of schoolchildren, boys and girls, holding out eager hands for the samples which manufacturers desire to see established in favour far and wide throughout the land. It is a very wonderful exhibition, and not the least wonder is the study of humanity.

As I write upon the Terrace of the Casino to the strains of a fine orchestra, with a matchless view of that vast range of snow-covered mountains—the Jungfrau, the Eiger, the Monch, the Blumlisalp, which comprise the Bernese Oberland, in the midst of Berne, the quaint mediaeval city, changing yet unchanged, its hundred wondrous decorated fountains flowing as they flowed four hundred years ago, I reflect that "Saffa"—the grouping of women in work—has always been; for are not women ever physiologically responsible for posterity? What through "Saffa" may not Swiss women teach to the world!

Swiss Meters for England.

A small order for electricity meters has been placed with a Swiss factory by the Rochdale Town Council. It is always instructive to follow the discussion which precedes such resolutions and we reproduce the report of the respective Council meeting as published in the *Manchester Guardian* (Oct. 5th):—

"At a meeting of the Rochdale Town Council to-day there was a long discussion on the question of a contract for the supply of meters to the Electricity Committee.

The Electricity Committee recommended the Council to buy Swiss meters, and this was strongly opposed by Alderman H. Clark, a member of the committee and a prominent Liberal member of the Council, who declared: "British goods are far away better than any foreign goods, and are cheaper in the long run."

Alderman Clark moved an amendment referring the question back to the committee, but it was defeated by 34 votes to 8. Among those who voted against the amendment was Alderman W. Davidson, the leader of the Conservative group in the Council. Four Liberals, three Conservatives and one Labour member voted for the amendment.

Councillor John Hanson, the chairman of the Electricity Committee, said there were differences in the committee on the question. A sub-committee recommended the purchase of British meters, but that proposal was turned down by the full committee. The difference between the prices of the foreign and British meters was very substantial. The cost of the Swiss meters they proposed to buy was £2,745 and that of the British meters recommended by the sub-committee—not the lowest British tender—would cost £4,275. There was no doubt that the British meter was a very sound job, but their manager told them that the Swiss meter was in every way satisfactory. The representative of the British firm was seen, and he could not promise any reduction beyond £150.

Alderman Clark, in moving the amendment, made comparisons between the two kinds of meter, and said that in spite of the difference in prices the advantage was with the British meter. He was an Englishman, and he was not going to have it that foreign goods were better or cheaper than British goods in the long run. British goods were always the best, and to buy them meant wages for British workmen. Members of the Council had bought foreign motor cars and then wished they had not done so. (Laughter.) In the past the meters of the British firm had given complete satisfaction, and had been a wise purchase. Why go back on what they had tested and proved. He moved his "patriotic amendment" on practical as well as sentimental grounds.

Councillor Dutton seconded the amendment, and said the members should think of the anomaly of a foreign meter going into an unemployed man's home.

Councillor Lyon W. Taylor said that when there was such a substantial difference between the prices patriotism was not enough. They all wanted to give work to British firms, but to pay £1,500 more for meters they could get for £2,745 was something they could not do. It was public money they were spending.

Alderman Davidson said that he was strongly in favour of buying British goods, but not at any price. Cheapness was not everything, but in this case the difference in the prices was too high.

As a result of the voting the contract will be given to the Swiss firm."

We are certainly with the prominent Liberal member in his arguments why such an order should be placed in this country—we should do exactly the same in his place—but we should certainly not stoop to appeal to the gallery with such absurd phrases as "British goods are far away better than any foreign goods." Of course the Rochdale alderman may have had the necessary experience with all foreign goods to justify such a sweeping assertion but we have never yet heard of any sane man maintaining that any particular country had a monopoly

or reputation for beating all the others in the fields of industry and manufacture as far as quality is concerned. It seems to us that the Rochdale alderman is trying to emulate the ostrich which, by burying its head in the sand, disregards the unpleasant truth.

English Cheese in the Swiss Manner.

From the *Daily Mail* (Oct. 1st). The Swiss cheese industry is evidently losing a large slice of the English market if box cheese is to be manufactured on a large scale in this country. But then we obligingly sold our best customer the machinery with which to compete!

"Cheese in portions, wrapped in silver paper and packed in round boxes, now so often seen in provision shops, is being manufactured on a large scale in England. One Shropshire factory is using 15,000 gallons of milk every day.

"Switzerland is the home of this industry, and our machinery is all Swiss," a member of the firm said. "But the material, and, of course, the labour, are all British. The factory is at Whitchurch, in the midst of a flourishing dairy-farming district, and the milk we use is supplied by the surrounding farms.

The machinery does everything; no process is carried out by hand. The majority of the employees are women. An important part of their work is the cleaning and sterilising of the complex machinery. This is done every day by steam pressure.

"Three kinds of cheese—Cheddar, Cheshire and Lancashire—are made in the factory. The flavour and texture depend upon the temperature at which the cheese is set. The milder the cheese the higher the temperature. Lancashire, a strong flaky cheese, is set at a low temperature; Cheddar, a milder and smoother cheese, is set as high as 104 deg.

We could easily make Gruyère in this country, though it is popularly supposed that that cheese is exclusively Swiss. But we find there is a bigger demand for our own English cheeses.

The increasing sales of cheese in compact portions is due, I think, partly to the fact that so many women are housekeeping for small-scale flats and partly to the growth of motoring and the consequent need of easily-carried food. People who find they cannot digest ordinary cheese are eating it in this new form because the pasteurisation, which is part of the process of manufacture, makes it more easily digestible."

THE BUCHI SYSTEM OF EXHAUST TURBO CHARGING.

It will be of the greatest interest to our subscribers to observe the great stir in shipbuilding and marine circles which has arisen from the development in application to internal combustion engines and especially to Diesel engines of the Büchi system of exhaust turbo charging, the invention of Dip. Ing. Alfred Büchi of the Büchi Syndicate, who is a Director of the Swiss Locomotive and Machine Works of Winterthur, Switzerland.

On Tuesday evening last Mr. Büchi, in response to an invitation, read a paper on his system at a meeting of the Institute of Marine Engineers, London, at which Sir Alan Anderson, K.B.E., presided. This meeting was attended by representatives of the Engineer-in-Chief's Department of the Navy, by leading engineers and shipowners, who listened to Mr. Büchi with the greatest interest and subsequently joined in a discussion of the merits of the system.

As may be known to our readers, the design of the Diesel engine has been limited by certain factors, notably the heat stresses of the cylinder heads, and Mr. Büchi's invention enables a 50% and even greater increase of power to be obtained, while at the same time reducing the detrimental heat stresses to which these engines have been subjected. These extraordinary results are obtained by the passing of a quantity of comparatively cool air through the cylinders of the engine at the end of the exhaust stroke, and by filling the cylinder with air under pressure during the admission stroke. As the power of the engine depends upon the quantity of fuel which can be usefully burnt in the cylinders, and as that quantity is proportionate to the quantity of air in the cylinders, the filling of them with air under pressure permits of the introduction of more fuel, and results in the great increase of power characteristic of this system. This air is produced by a gas turbo air compressor driven by the exhaust gases of the engine itself. The Büchi System results in the safe increase of the power of Diesel engines far beyond that hitherto possible, while at the same time generally improving the running conditions.

The current issues of the English Technical Press have many articles describing the very successful trials of the M.V. *Raby Casile*, which have just taken place off the Tync. The object of the conversion of the existing Diesel engines in this ship by means of the Büchi system was to obtain an increase of speed, and on the trials this ship did well over 1 knot more than she had previously been able to do, and this in spite of the fact that the engines were not called upon for the whole of

the reserve of power rendered possible by the system. Other ships are to be converted, and new ones are to have engines constructed in accordance with Mr. Büchi's patented system.

So far we have spoken of developments in Great Britain, but already a number of applications of the system have been carried out, notably in Italy and Germany, and we now hear that France is interested.

As the result of the increase of power made possible by the Büchi system, engines of a given power can now be made smaller than hitherto, and shipowners have been quick to realise the effect of this on the saving of engine room space, and the consequent increase of cargo carrying capacity of vessels.

All indications point to the Büchi system being one of the most important, if not the most important, development in internal combustion engine design of recent years.

CITY SWISS CLUB.

BRIDGE COMPETITION.

Rapid progress is being made with the Auction Bridge Competition, the first rubbers for which were played about three weeks ago. The interest displayed by the competitors will allow the competition to be finished much earlier than originally anticipated. The following are the average scores of those members who have played five or more games, the number of rubbers played being indicated in brackets: Ch. Valon (6), 7.5; R. Bessire (8), 6.2; M. Gerig (12), 5.6; A. C. Baume (8), 5.2; P. F. Boehringer (6), 5; J. Billeter (7), 4.3; A. Schupbach (5), 3.4; P. Bessire (6), 3.3; L. Schöbinger (7), 2.9.

SWISS GYMNASIAC SOCIETY.

The Swiss Gymnastic Society, London, will hold a Banquet, followed by a Ball until 2 a.m., on Friday, October 19th, at 8.45 p.m., at the Union Helvetia Club, 1, Gerrard Place, W.1, and the Committee sincerely hopes that all Passive members will make a special point to be present on that auspicious occasion in order to assist in celebrating the success of the Society's Team at the last Swiss Gymnastic Festival in Lucerne in July last, when a Laurel was won with 140½ points.

SWISS MERCANTILE SOCIETY.

EDUCATION DEPARTMENT.

In connection with the scholastic programme the following lectures were given by the students during last week:—

Max Kappeler, Elgg: "Europe and the Coloured Peoples." Eugen Fritz, Zurich: "Why." Max Knecht, Uzwil: "L. Beethoven." R. Wüst, Biemme: "Animals in Custody." Miss Ilse-Rika Vogler, Zurich: "Something about Truth-telling." A. Schmid, Langenthal: "A Trip to Derbyshire." Hugo Guggisberg, Zurich: "National Economy." R. Lafont, Degersheim: "The Life of Thomas à Becket." E. Aeschbacher, Worl: "Capitalism and Communism." Dr. Stern, Basle: "Coal." F. Fehse, Basle: "A Talk about Our Teachers." Miss H. Reimle, Baden: "Just Pranks." Miss M. J. Terraz, St. Imier: "Friendship." W. Schoenmann, Berne: "The Daily Newspapers." Miss Gertrud Schmidhauser, Zurich: "Events." H. Kade, Basle: "The Case Against Taxation of Bachelors." E. Fritz, Zurich: "Are our Newest Inventions against Nature?" R. Ursprung, Chur: "Formative Forces of Nature." H. Hui, Wagenhausen: "The French Foreign Legion." W. Aebi, Wichtlach: "Saffa." F. Friolet, Murten: "Cotton." A. Koch, Solothurn: "The Industry in the Valley of Zermatt."

The debating classes dealt with the following subjects:—

"Are Swiss women too much dominated by men?" Proposer, Miss J. R. Vogler, Zurich; Opposer, F. Eggstein, Zurich.

"Are the Swiss indifferent to Art?" Proposer, Mr. Engler; Opposer, Mr. Witz.

Friday: A very humorous and much appreciated lecture was given by Mr. George on "English Humour and Songs."

Saturday: The School paid a visit to the Tower of London.

FOOTBALL: Swiss Merc. Soc. F.C. 1, Berkeley Hotel F.C. 0. This match took place on Tuesday and was a great success of our First Eleven, especially as the Berkeley Hotel fielded a very strong team.

Further fixtures:—

Saturday, Oct. 13th, v. Handicrafts Athletic F.C.

Monday, Oct. 15th, v. Russell Hotel F.C.

Saturday, Oct. 20th, v. Star Athletic Club.

Drink delicious "Ovaltine"
at every meal—for Health!