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NEW FACILITIES FOR BRITISH MOTORISTS VISITING SWITZERLAND.

From July 20th and provisionally until December 31st, 1935, British motorists can take their cars into Switzerland, as into France, on presentation of their *Passport, English Driving Licence and the Car Registration Book. No other papers are required.*

A French "Laissez-Passer" Permit is issued to these motorists by the Customs Authorities at the Channel port of entry. Since the French "Laissez-Passer" Permit has to be surrendered on leaving France, separate "Laissez-Passer" Permits must be taken for the outward and homeward journey across France when using these documents for visits to Switzerland. The homeward "Laissez-Passer" is obtainable at the French Frontier point of entry. The charge for a French "Laissez-Passer" varies according to the duration of its validity. For the minimum validity of 10 days the fee is French frs. 20.

A *Yellow Temporary Entrance Permit (Carte d'entrée provisoire)* is issued at the Swiss frontier point of entry. The Swiss Permit is obtainable with a validity of 10 days at a fee of 2 Swiss francs, or 20 days at a fee of 4 Swiss francs. 10-day permits can be extended for another 10 days at any Swiss Inland Customs Office. The latter are found at Berne, Brigue, Coire, Interlaken, La Chaux-de-Fonds, Lausanne, Locarno, Lucerne, Lugano, Montreux, Neuchâtel, St. Moritz, St. Gallen, Vevey, Winterthur, Zermatt and Zurich.

Motorists wishing to spend more than 20 days in Switzerland can do so with a Triptyque in conjunction with the British Car Registration Book and Driver's Licence and need not take out the full international papers.

Nationality Plate. Cars taken abroad must have a Nationality Plate (*G.B.* for cars registered in Great Britain; *S.E.* for cars registered in the Irish Free State).

From July 10th until October 31st, 1935, inclusive, motoring visitors to Switzerland spending three days or longer within the country will benefit by a special *petrol price concession.*

Upon entering Switzerland the motorist can obtain a *special Form* which should be endorsed each time that petrol is purchased during the Swiss Tour. Upon leaving Switzerland this Form should be handed in to the Customs House at the frontier point of exit, who will immediately refund the cash equivalent of 6 centimes per litre for every litre of petrol purchased up to but not exceeding 300 litres (60 gallons). The concession of 6 centimes per litre represents a *saving of 4½d. per gallon.*

The price of petrol in Switzerland during July being 42 centimes per litre, the net cost to the foreign motorist after obtaining the refund described above is 2s. 5d. per gallon at an exchange rate of 15 Swiss francs to the £.

Swiss Travel Bureau,
London.

SWISS F.A. DELEGATES MEET ON THE RIGI.

They do know how to choose some delightful spot, to ease the task of their deliberations. After Lugano, Vevey and now the Rigi. No wonder there were no absentees, all 64 delegates being present at the annual conference of the Swiss Football Association on July 12th and 13th. The business part had been well prepared, the various divisions having come to terms among themselves prior to the final meeting. Of course, this did not prevent a lot of people from venting their opinions; how we Swiss, or at least some of us, do love to talk! But that is by-the-by.

Important is, that F.C. St. Gall has taken the plunge and will play in the National League on August 25th, the official start of the season. The various committees have been confirmed, practically unchanged. Vital is the decision that the National League is to be reduced to 12 clubs from the present 14, within two years. The method is simple: for the next two years, two clubs are to be relegated and only one club from the First League is to be promoted, viz. the First League Champion, instead of the two Group-leaders, East and West, as heretofore. This arrangement is to continue, even should there be three groups in League I, as some people appear to hope; when there are 12 National League Clubs left, one of their number only will then be relegated. I think this a very good idea; 12 clubs playing in one group still require 22 Sundays for their league programme, as against 26 now. They will then have a little more breathing space for international, cup and friendly matches and will be able to finish the season perhaps at a more appropriate moment.

The First League will play in two groups of 12 clubs, East and West. Outsiders would like to see three groups of ten clubs, but the First Leaguers themselves are not very enthusiastic, fearing a weakening in their playing-strength, not without good reason!

Next year meeting will be held at La Chaux-de-Fonds, and very nice too!

M.G.

AN ASCENT OF PIZ D'AELA.

The finest perhaps of the numerous fine climbing mountains within a reasonable distance of Davos is the Piz d'Aela (10,960 feet), reached from either Filisur or Bergün.

I had long wished to do this climb, but feared the length and difficulty of it. However, my guide, Martin Punz of Davos, declared that the conditions were at present so good that I might make the attempt. I therefore decided to try and realize my ambition.

After three hours walk up the Val Spadatscha from Filisur, we arrived at the Aela Hut, which belongs to the Swiss Alpine Club, and is beautifully situated at the foot of the Tinzenhorn and the Piz d'Aela.

We arrived just in time to escape a thunder-storm, which broke after we were in shelter. There were already three occupants: two Englishmen and a guide from Bergün, who were also bound for the Piz d'Aela. So by a curious coincidence Great Britain was in possession of the mountain the following day!

The weather next morning looked doubtful; but we resolved to risk it, and so, leaving at 5:15 a.m., we started our ascent, the others having left at 4 o'clock. The way was over broken scree and huge boulders that looked as if giants had been playing ball with one another.

Soon we were on the edge of the mountain itself, and, looking upwards at those mighty crags towering thousands of feet higher still, and dwarfing even their splendid neighbour, the Tinzenhorn, I wondered how I should ever reach the top! However, my guide's unerring knowledge led us up through a maze of little ledges and chamois paths till we reached the spot where we changed our heavy nailed boots for the rope-soled shoes that are usual for rock-climbing.

Here the "cat-burglar" business began, and up precipitous rock faces, round corners, up chimneys and couloirs, we made our way till at last the summit was in sight. Then we saw our fellow-climbers, and felt rather proud that, though they had had an hour and a quarter start before us, they were so comparatively little ahead. Our time had been the very respectable one of five hours. One more steep scramble, an arête with a patch of snow to cross, and we were on top.

On top! No one who has never climbed knows the feeling, and it is hard to describe. I suppose it is having been fighting the forces of Nature, instead of those merely human, that gives such a significance.

The panorama, which should have been magnificent, was slightly marred by the mist wreaths that came floating by on the rather high wind; but the total effect was very grand and impressive, and perhaps more suited to the rugged giant than a cloudless sky should have been.

An hour's rest and some lunch saw us ready for the descent. Again — this time downwards — we went scrambling over the crags. Boots again donned and ice-axes picked up, we followed the chamois tracks once more. A very heavy-footed and clumsy chamois I felt, and envied the sure-footedness of my guide as he trod those slippery ledges with the ease of one who is on his native element. Over the scree and moraine again, and once more the friendly hut was in sight. A short rest there, and some refreshment — mostly liquid! Then off again through pine-woods down to Filisur, in time to catch the 6.8 train to Davos.

So ended a wonderful day — one of those days that leave abiding memories.

I have written this short account of my Aela ascent in the hope that it may induce others, who have not yet started climbing, to add this wonderful sport — generally acknowledged to be the noblest of them all — to their other pastimes. There are of course many easier and shorter mountain tours round about Davos than that to the Piz d'Aela — tours that are within the reach of all.

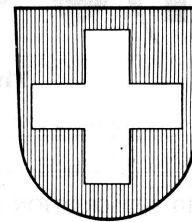
Violet Cochran, in Davos Courier.

INTERNATIONALE SEGELFLUGLAGER JUNGFRAUJOCH, 3460 m ü. M.

Das vom 4. — 18. September dieses Jahres zur Durchführung gelangende 1. Segelfluglager auf Jungfrauojoch hat bei den Segelfliegerkreisen grosses Interesse gefunden. Der Schluss des Anmeldetermins fällt mit dem Ende dieses Monats zusammen. Bisher sind definitiv gemeldet:

4 — 6 deutsche Piloten mit 5 — 7 Flugzeugen unter der Führung des bekannten Sportfliegers Ernst Udet in Berlin. Oesterreich meldet 2 Piloten mit 2 Flugzeugen, Jugoslawien deren 4 und von der Schweiz haben sich 14 Piloten eingeschrieben. Es ist ohne weiteres anzunehmen, dass die Zahl der Nennungen noch erhöht wird. Die Veranstaltung verspricht schon heute eine äusserst interessante zu werden.

FEDERAL ARMS.



Gules, a Cross coupé argent.

The venerable and beautiful arms of Switzerland, the white cross on a red field, that an inversion of colours makes the emblem of universal charity, are not the inheritance of a ruling family, but indeed the arms of a whole nation.

We may think they are as old as our ancient republic, but it was only in 1815 that they became the permanent arms of the Swiss Confederation. They already existed prior to that date as a distinctive sign of rally for the troops determined to defend Swiss liberty, and as such we see them fully displayed at the Battle of Laupen in 1339.

It was probably in a sense purely religious that the cross was thus honoured. Ancient Swiss warriors, who knelt in prayer before the battle, grouped themselves around this Christian symbol. Crosses, composed of two pieces of ribbon of equal length crossing each other at right angles, were also fastened on their dress.

Federal arms and flag did not exist. It was only in 1798, after the collapse of old Switzerland and when the Helvetic republic was formed, that the need of a federal emblem was felt. The white cross was not chosen, but "William Tell, with his son holding the apple transpierced with the arrow" became indeed the first national emblem of Switzerland. In 1803, the symbol of Tell was superseded by that of an ancient Swiss in national costume armed of the shield and the halberd. At about the same time appeared also the victor's fasces of the Roman republic, the axe being surmounted with the hat of liberty.

The Federal pact of 1814 brought back into honour the old military sign, the white cross on the red field, as the armorial emblem of new Switzerland.

A sitting or standing woman, the personification of Helvetia, and who is given an official character on postage stamps and Swiss coinage, often supports the shield. William Tell, the ancient warrior, the three men of the Grütli, or the victor's fasces are other frequent figures, as is also the hat of liberty. This hat, which many believe to represent the hat of Gessler or of William Tell, is really a dual bonnet of crimson velvet, jewelled and lined with ermine, given by the pope Julius II in 1512, together with a sword and the title of "Defenders of the Liberty of the Church;" the hat of liberty still appears on the Swiss copper coins.

There is nothing official in those supporters and external ornaments, nor is the motto: *Un pour tous, tous pour un; Eimer für alle, alle für einen*, expressing the union between cantons and which frequently accompanies the federal escutcheon. A favourite custom is to surround the shield with oak and laurel leaves, and in late years with bunches of rhododendrons or Alpenrosen.

The arms of the cross have shortened and lengthened in the course of time. Formed of five equal squares previously, the cross is now slightly longer, each arm projecting the centre square by one sixth of its breadth (*), it should be placed within a proportionate field of red.

Shields may vary in shape according to style and requirements, but a simple one, though naive in its directness, will always harmonize with the modesty and greatness of our national arms.

The Swiss cross is the noblest of all emblems, sincere and unaffected in its simplicity, all that makes a powerful appeal to our sympathy and admiration.

P.S.

(* Federal Decree of the 12th Dec. 1889.
(To be continued).)

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