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HOME NEWS

In order to mitigate to some extent the losses incurred by farmers in the canton of Grisons through cattle disease, the Federal Council has allocated an amount of Frs. 200,000 for that purpose.

In the by-elections last Sunday at Schaffhausen. the communists succeeded in getting their candidates returned for the two vacant seats on the Grosse Rat and the Stadtrat : the seats were previously held by the farmers' party. * * *

In consequence of a wages dispute, the staff of the "Ferrovie Regionale Ticinesi" consisting of 54 employes have gone out on strike. The Company, whose seat is in Domodossola, maintains a regular rail and tramway service along the Italo-Swiss frontier; the strikers' organisation has already arranged a temporary automobile service of its own.

Under the will of the late M. Jean Deposieux, who died recently at Villaz-St. Pierre (Fribourg), a number of local charitable institutions were left considerable sums, notably the "Fondation des considerable sums, notably the "Fondation des Orphelinats" which benefits to the amount of Frs. 100,000.

Supposed to have fallen asleep while driving his lorry home late in the evening, from Zurich, a foundry manager named Lohmüller from Marthalen, was found dead in the forest between Andelfingen and Flach, the lorry having turned over sideways into the road ditch, death being caused through the body crushing between the edge of the ditch and the driver's seat. * * *

Through the premature discharge of a gun which was fired to celebrate a recent welding, a farmer, Jacob Wullschleger, from Rothrist (Aargau), was seriously injured; he has now died in the hospital at Zofingen.

The Moesa railway bridge between Castione and Bellinzona was the scene of a fatal accident last Friday afternoon (October 22nd), when, through a yet unexplained cause, the last two carriages of a passenger train were derailed, and dashed against the protective wall of the bridge. Two ladies from Lugano, Mrs. Maffei (the wife of a Ticinese aviator), and her sister, Miss Gianini, were killed on the spot, while a local business man, Mr. Colli, suffers from an injured shoulder.

Robbery is said to be the motive of a young labourer, Robert Waldvogel, who shot and seriously wounded Mr. L. Bloch Hild, a retired silk manu-facturer, in his villa at Zurich. The assailant The assailant gained admission and an interview on the pretext of representing a detective agency which had discovered a plot on his life.

NOTES AND GLEANINGS.

How to Conquer Consumption. The following review of a book just published is from the pen of Dr. C. W. Saleeby, and appeared in the *Daily News* (October 20th) :—

- Avoid fatigue. The toxins of fatigue will kill guinea-pigs, and they will help to kill you, if you are not careful. . . Never take more exercise than your doctor prescribes.
- Always keep your lungs as still as possible. The quieter you keep your lungs, the quicker they will heal. . . Do not practise deep breathing.
- breathing.
 The specialists can only give advice. The intelligent patient will follow his advice and get well, the winntelligent patient will follow his old habits to an early grave.
 Cod liver oil has saved many a consumptive from the grave. You may not like it, but the germs like it even less, because it rebuilds your body and gives your defences new energy to fight and overcome the invaders. [Let me add that elever chemists can now give us the essence of cod liver oil in pleasant concentrated form.]
 Never spit anuchere but into a sputum flask.

Never spit anywhere but into a sputum flask.

Do not smoke. . . . The man who asks you to have a drink is not your friend, but your worst enemy.

The title of this article is that of a new book* which I earnestly commend to all readers, those who have consumption, as many must have, those whose friends are afflicted, and those who wish to play their part in conquering this national scourge. This is not the place for a review in the ordinary sense, but I know that I cannot better use my space than in persuading the reader to study the most recent, simple, complete, prac-tical, and useful book in existence on this sub-ject, and so I begin this article with a few examples of the practical advice in the book. The author is Mr. David Masters, who has The title of this article is that of a new book*

The author is Mr. David Masters, who has studied the disease in many lands for many years, and he is introduced by a famous physician, Sir Bruce Bruce-Potter, who rightly assures us that the author is a master of his theme. For myself, I can only assure my readers that I have seen Mr. Masters at work studying the marvellous haboratories and results of M. Spahlinger, to which he devotes the best and most useful account yet published; and I have long first-hand knewledge of Leysin and of the pioneer work of my old teacher, Sir Robert Philip, of Edinburgh, the world-famous founder of the tuberceulosis dis-pensary, and I know that Mr. Masters has, indeed, mastered these parts of his subject. Per-sonally, I am indebted to him also for his valu-able chapter on the new gold cure—a sad disap-pointment, I fear; and for much else which is new to me. The author is Mr. David Masters, who has

But here my concern is to point to this book as one which should be in the hands of patients and their friends. Not a day passes without my receiving inquiries, from all parts of the Englishreceiving inquiries, from all parts of the English-speaking world and often from the Continent, as to whether this or that treatment should be used, what prospects it offers, whether it can be carried out at home, and so on. The public ignorance is appalling. I can only answer that the doctor in charge is the responsible man who must be trusted, and then add such detailed answers as neerbance I can perchance I can.

In many instances busy doctors themselves cannot be fully informed about, say, sanocrysin and Levsin and M. Spahlinger and the various tuberculins (alas!) and so forth. Nowhere but in this book is the whole matter set forth for the immense service of hundreds of thousands of sufferers and their friends. If the public read it, as they must, and with intelligence, they will very soon be much better informed than any but the best experts in this disease—and I do not know one of those who has seen for himself so know one of those who has seen for himself so much as Mr. Masters.

Nowhere have I read (except perhaps in some American pamphlets) such clear, cogent, com-prehensive advice to the consumptive, not only in respect of methods of treatment but in respect in respect of methods of treatment but in respect of his own personal way of life—an absolutely vital matter. Not even M. Spahlinger can avail—1 have often heard him say so—if the patient per-sists, as many do, in playing the fool, and depriv-ing himself of those "healing powers of Nature" which both Dr. Rollier and M. Spahlinger, by their vastly different methods, alike invoke. The old saying is true still, "No fool was ever cured of consumption." I plead with any reader con-cerned: Do not be a fool: read this book and act on it.

on it. The cure of individuals is not the conquest of consumption. Mr. Masters sees beyond indi-vidual treatment. For instance, he wants us to tackle our tuberculous milk; he wants to control the spread of infection (see his chapter on the "lowing work of Dr. Varrier-Jones at Papworth), glorious work of Dr. Varrier-Jones at Papworth), and all who care for human life and happiness must thank him for his work, and wish it long service far and wide.

Swiss Gold Vein.

Several correspondents have sent me the fol-Several correspondents have sent me the fol-lowing cutting from English dailies; one of them wishes to know whether and when the S.O. will arrange a special party so as to afford members of the London colony an opportunity to participate in the members and a set of the section of the secti the coming gold rush:

In the Grisons canton of Switzerland several professors of mineralogy have been examining the gold-bearing ground discovered on Mount Calanda. It was announced that a vein rich in gold had been found, and that its working will soon be started.

This particular region, which is situate only a few hours from Chur, has always been known to be auriferous, and mining was started on several occa-

*"How to Conquer Consumption," by David Masters, with introduction by Sir Bruce Bruce-Porter, K.B.E., C.M.G. John Lane. The Bodley Head, Ltd. 5s.

sions during the last century; however, the commercial results were so disappointing that further exploitation was abandoned.

Swiss Flight to the Cape. From the Manchester Evening Chronicle (October 11th):--

er 11th):— Three Swiss aviators are contemplating a scientific expedition by air to Capetown early next month. They intend to fly in a scaplane from Zurich across the Alps to Naples, Athens, Cairo, up the Nile to Khartoum and the Sudan to Lake Victoria, where they will make their headquarters for three months, during which time they intend to explore the Congo basin, the equatorial high-lands of Kilimanjaro, and the Kenya Range. Finally the aerial explorers will fly over the Tanganyika and Nyassa Lakes and via Zambesi to Capetown. The expedition is being carried out purely in the interests of science and was decided upon after Sir Alan Cobham's feat of flying to the Capet and back. The party will consist of a bio-logist, an author, and a pilot, who is a well-known Swiss scientist.

Swiss scientist

The pilot, who in the above article is described as a well-known Swiss scientist, is Lieut. Mittelas a well-known Swiss scientist, is Lieut, Mittel-holzer, our foremost aviater. Amongst the objects of the expedition is the photographing of little-known tribes in the interior of Africa and of animal life in the jungles, for which purpose a cinemato-graphic apparatus is being carried capable of filming at a height of 1,000 metres. Thanks to the en-couragement and help of the British Government, the expedition is enjoying practically the same facilities as Sir Alan Cobham in his epic flight through the Dark Continent.

Hockey in Switzerland.

According to the Daily Express (October 15th) we may expect next spring a visit from the Zurich Grasshopper Club, who were, a few years ago, so singularly unlucky in their endeavours to obtain distinction at the Henley Regatta :-

Hockey is booming in Switzerland. The game has made great strides there during the past few years. The Swiss Hockey Federation was formed culy eight years ago, and began with four clubs, but now more than twenty clubs are affiliated, the majority fielding two, and even three teams

affiliated, the majority fielding two, and even three, teams. The Swiss are very keen on the game, and have some excellent players, but they are desirous of studying the methods of prominent English exponents, whom they consider the best hockey players in the world. With this object in view, M. A. Bé Cavin, who has umpired several inter-national games on the Continent, is making a pro-longed visit to England. M. Bé Cavin has been elected to the Southern

M. Bé Cavin has been elected to the Southern Counties Umpires' Association, and will probably assist in the control of several important games, but he will, no doubt, have an easier task than at home. There are two umpires to each game here, whereas in Switzerland one man officiates in that convert

here, whereas in Switzerland one man officiates in that capacity. There is every probability of the Swiss cham-pions, the Grasshopper Club, of Zurich, playing in the Folkestone tournament next Easter, and later it is hoped to make arrangements for an English team to visit Switzerland.

The Swiss Federal Railways

The Swiss Federal Railways. A very comprehensive and at the same time compact survey of the way in which our railways are managed is contained in the October issue of the *Railway Service Journal*. The article offers per-haps somewhat dry reading, but it deals with a sub-ject with which we are not very familiar over here, though we ought to be. We do not, of course, subscribe to all the conclusions of the writer, especially when he singles out the "Socialists as caring, above all things, for efficiency": — While many of the smaller railways in more

While many of the smaller railways in moun-tainous districts are privately owned, public authorities intervene in various ways. Thus, the Canton of the Grisons and the Swiss Confedera-tion, are new the privately charged of the start in a set of the private start of the start of the start of the set of the start of Canton of the Grisons and the Swiss Confedera-tion, are now the principal shareholders and exercise a preponderating influence in the Rhaetian Railway; the chief shareholders in the Coire-Arosa Railway are the Canton of the Grisons and the communes of Coire and Arosa; and public authorities have participated in the construction of the new mountain railway, Furka-Oberalp,



running from Gletsch to Andermatt and Disentis, and linking up these with Brig. The State railways, themselves, are regulated

by the Act of February 1st, 1923, and the Decree of October 9th, 1923. Those purchased or con-structed by it, according to these, are adminis-tered on "commercial principles, while safe-guarding the interests of the national economy." "Management is in the hands of a federal ad-" Management is in the hands of a federal ad-ministration, autonomous within fixed limits; the various services have independence as complete as possible, and control is reduced to what is compatible with economic and well-ordered management." The Act attributed the following functions to

The Act attributed the following functions to the Federal Assembly :— To legislate on general principles concerning tariffs, and on salaries and wages; to approve the budget, annual accounts and the report of the management; to authorise the Federal Council to contract necessary loans. The Federal Council exercises the main super-vision it drives out instructions on it does use

The Federal Council exercises the main super-vision, it gives such instructions as it deems use-ful in the country's interest; its functions are : To represent the Federal railways in the Federal Assembly; it appoints:— (a) The president, vice-president, and mem-bers of the administrative council. (b) The president of the "general direc-tion," and the general and district directors. (c) Six members of each of the District Councils: it issues loans in consultation with the

(c) Six members of each of the District Councils; it issues loans in consultation with the Administrative Council; it approves general plans for the construction of new lines, plans for works whose estimate exceeds three million frances, and other undertained such as a plactical installa. whose estimate exceeds three minion rates, and other undertakings, such as electrical installa-tions, connected with public railways when Federal and Cantonal authorities do not reach agreements; time-tables; contracts for the leasing and exploitation of railways; regulation and technical bases of staff insurance; the regulation of renewal funds.

The Federal Council fulfils its duties through The rederate council fulling its addies through the Department of Railways which submits pro-posals to it, and which can demand all necessary help and information from the chief directors; one of its main duties is to link up railway adminis-tration with that of the postal, telegraphic and telephonic services telephonic services. The organs of administration are threefold:

(1) The administrative council; (2) the manage ment, and (3) the district councils.

(1) Is composed of a president, vice-president and thirteen members, comprising at least one member from each district council. This is dent and thirteen members, comprising at least one member from each district council. This is the general supervisory body; it gives its advice to the parliamentary bodies on all railway mat-ters discussed; it prepares the budget, examines annual accounts and reports, ratifies all important contracts, advises the Federal Council on the ap-pointments made by it, and nominates divisional chiefs of the general management. It approves all regulations made by general, district and divi-sional authorities, and elaborates regulations on wages and salaries and staff matters and the prin-ciples governing tariffs. It meets regularly every two months; its sittings are private, but general and district directors participate in a consultative capacity, with the right to make proposals; deci-sions can be taken only if the majority of the members is present. The Federal Council fixes the payments to the President and members, who hold office for three years. (2) Comprises the general and district man-agements. The former is composed of a presi-dent and two general directors nominated as above, though the Federal Council is not bound by the Administrative Council's advice; these hold office for surveys. This is the supreme

above, though the Federal Council is not bound by the Administrative Council's advice; these hold office for six years. This is the supreme directorate apart from specific functions attributed to the Administrative Council and district man-agements; it appoints its staff, in consultation with the latter and the divisional heads of dis-tricts. All important decisions are taken by it. It functions through thirteen divisions, for vari-ous services, at the head of each of which is an officer, appointed by the Administrative Council, who within the merscribed limits, instructs disomcer, appointed by the Administrative Council, who, within the prescribed limits, instructs dis-trict divisions. General control is divided be-tween the three managing directors, but certain decisions can only be taken by the body as a whole. decisions can only be taken by the body as a whole. Weekly, or more frequent sittings are held. As much independence as possible is given to general and divisional chiefs. The Federal railways are divided, for administrative purposes, into three districts, which, however, must exer-cise no influence on the employment of staff and the utilisation and installation of the material of exploitation. They are, roughly, Geneva, Lau-sanne, Neuchätel, Berne; Basel, Lucerne, Inter-laken, Bellinzona; and Zurich, Constance and the Grisons. For each of these there is a district management, which represents the Federal rail-ways in its area; direct, within limits, local operamanagement, which represents the rederid rat-ways in its area; direct, within limits, local opera-tion and finance; deals with all staff matters, except divisional chiefs; supplies the public with information on tariffs, and reports to the general management on projects for new works. The management on projects for new works. The general directors exercise a unifying control over the system as a whole; national divisional heads must be consulted on specific staff and other mat-ters, such as promotions, large contracts, etc. Each divisional director is appointed by the Federal Council, for a period of six years; he is assisted by three divisional chiefs, appointed by the general management, one for each of the divisions into which the district's work is divided. The general management holds a monthly conference of district directors.

(3) A district council is instituted in each district, comprising 20 to 25 members, six of whom must be nominated by the Federal Council, and the others by the cantons. The Federal Council sees that, in its nominations, agricul-The Federal ture, trade, industry and commerce, as well as the staff, are represented in each council—which is elected for three years. These councils give their advice, as invited by the Federal Council, a Cantonal government, the Administrative Coun-cil, the general directorate, the organised representatives of agriculture, commerce, industry, arts and crafts, or other associations for economic purposes, or by their own members, on general questions of construction, exploitation, com-merce and finance, including times and tariffs; formulate demands for new undertakings, and give opinions on district budgets and accounts. Regular joint sittings of the three district councils are held, under the presidency of the chief of the Federal Railway Department, and in the pre-sence of the members of the Administrative Council, general and district directors. Monetary allowances are paid to members of district councils.

Federal Railway accounts are entirely sepa-rated from those of the Federal administration rated from those of the return. The generally. Interest, and debt amortisation charges are placed against the Federal Railways account. Amortisation of all initial capital charges must take place within 100 years from 1903, or, in the case of lines bought subsequently, from the date of their nationalisation. New confrom the date of their nationalisation. New con-struction account expenses each year must be amortised, likewise, within a similar period. A renewals' fund is established for important works. Excess receipts must go first to interest and sinking fund charges. Provision is made for a reserve fund.

This system, adopted by the Swiss Confede ration, known on the continent as a "régie," is in harmony with recent railway development. Despite the advantages of the earlier forms of State railways over private exploitation, experi-ence has shown, everywhere, the danger of bureaucratically controlled railways and of poliitcal interference, and, naturally enough, Social-ists, caring above all things for efficiency, recently have been careful to state clearly their ideas about State-owned railways. In Sweden, France about State-owned railways. In Sweden, France, Holland, Germany and Belgium, leading Social-ist and Trade Union organisations have set up commissions which have issued reports advocat-ing the "industrialisation" of State undertak-ings. While recent railway changes in Germany, Austria and Belgium have been dictated mainly by the necessities of high finance, the urgent need for concentrating control in a few, largely inde-pendent technical experts, possessing freedom to initiate, is being recognised

I tried to elicit the opinions of representative Swiss railway men and business men, just re-cently, as to the success of the present system. The general impression is that while the ideas in the 1923 Act were good, politicians still have too much power, for example, the influence of the former group is very strong, they act like brakes on initiative; talkers are not, *ipso facto*, good rail-way administrators; technicians should be the real directors. Nevertheless, there have been great achievements, and the railway workers support the present system against its critics. This is clearly indicated in the leading article in "Der Eisenbahner" (the organ of the Swiss Railway-men's Union) of the 11th September: "Staats-oder Privatbahnbetrieb?" As servants of the State the Swiss railway workers have a dignity greater even than the very highly-developed priv I tried to elicit the opinions of representative greater even than the very highly-developed pro-fessional consciousness of the members of the R.C.A.!

The Swiss Federal Railways never have been in real financial difficulties; the State has not had to render assistance as elsewhere. It is true that to render assistance as elsewhere. It is true that losses came as a result of the war, and the sub-sequent competition with countries with depre-ciated currencies; but this situation has been tackled without increasing, and in many cases, even with a reduction in rates. A public service can be run with a view of fitting in with the whole national economy. Last year the annual report showed a large reduction in the total excess pro-fits as compared with 1924, but critics wilfully omit to point out that passenger receipts steadily have increased (1924, -132,450,507 fr.; 1925, 139,564,246 fr.), and the loss is due mainly to a reduction in goods charges. reduction in goods charges.

Further, enormous sums have been expended on electrification, at a time when money was dear, in the interest of the country's future ecodear, in the interest of the country's future eco-nomic well being; travellers in Switzerland know what marvellous results have accrued. Then, the cost of maintaining the tracks in good repair is unusually heavy in a mountainous country, and where, in many places, the peak period for re-ceipts is so short. Such expenditure has also re-lieved unemployment.

The State railways recently have suffered from the competition of private auto-cars; par-ticularly, I was informed, by the Head Officer of the Federal Railways' Commercial and Publicity Department in Berne, in regard to goods. Therefore the management, in order to reduce the cost to the trader and the consumer, and to protect its own railways, is about to institute a system of

State cars, by means of a private company, with the government owning the bulk of the shares. There is no effective demand in Switzerland for the restoration of private ownership and conthe last there is, rightly, a desire to improve the well-tried State system, wherever possible; an elastic system always will allow for this.

Der SCHWEIZER PESTALOZZI-KALENDER

Gedenkausgabe 1927. Pestalozzi-Verlag Kaiser & Co. A.G., Bern

Im kommenden Jahre wird der Name des grossen Schweizer Erziehers und Wohltäters, J. H. Pestalozzi, in aller Mund sein. In der Schweiz und im Auslande sind Vorbereitungen im Schweiz und im Austande sind vorbereitungen im Gange, um den 100. Todestag des Menschenfreundes (17. Februar 1927) würdig zu begehen, Nicht in Trauer um einen Dahingeschiedenen, sondern in Ehrfurcht und freudiger Dankbarkeit wird die Menschheit jenes Mannes gedenken, der vor 100 Jahren wohl aus einem mühevollen Leben schied, dessen Saat aber aufgegangen ist zum Segen der Jugend, und dessen Geist heute noch leitend und fördernd unter uns wirkt.

Gleichsam ein Körnchen aus Pestalozzis reicher Saat, kam vor 20 Jahren erstmals der Schweizer Pestalozzi-Kalender heraus. Indem er die Er-ziehungsgrundsätze des Meisters als Leitstern und ziehungsgrundsätze des Meisters als Leitstern und Wegweiser wählte, wurde er rasch zum verbrei-testen Schweizer Jugendbuch. Von Eltern und Erziehern gleich hochgeschätzt, ist der Pestalozzi-jugend geworden. Er erscheint heute in drei Landessprachen und hat seit Jahren auch zu den jungen Auslandschweizern in der Welt draussen seinen Weg gefunden. Wie wir vernehmen, wird es dank der sogenannten Pestalozzi-Spende des Auslandschweizer - Sekretariates anch dies Jahr Auslandschweizer - Sekretariates auch dies Jahr möglich sein, mehrere Tausend Exemplare zu verbilligten Preis oder gratis an die Schweizer Kolo-nien abzugeben. So ist der Pestalozzi-Kalender hente ein wichtiges Bindeglied der gesamten, die

Heimat liebenden Schweizerjugend. In Anerkennung seines erzieherischen Wertes hat der Pestalozzi-Kalender, wie man weiss, auch bei der fremdländischen Jungmannschaft Eingang und Verbreitung gefunden. Der soeben erschienene Jahrgang 1927 ist eine besonders reich ausgestattete Spezialausgabe zum Pestalozzi-Gedenkjahr und zum 20. Kalendergeburtstag. Es ist erstaunlich, was dieser Jugendalmanach auf 550 Seiten in zwei dieser Jugendalmanach auf 350 Seiten in zwei geschmackvollen Bändchen darbietet. Neben einem reizvoll aufgebauten Kalendarium 50 authentische Bildinisse berühmter Männer mit knappen, sorg-fältig redigierten Lebensgeschichten, eine Fülle aufschlussreicher Tabellen, sodann ein Schatz von vielen Hundert interessanten Bildern und fesselnden Schilderungen aus allen Wissensgebieten. Kunst und Kunztgeschichte Lebenweichette und Hummer Schilderungen aus allen Wissensgebieten. Kunst und Kunstgeschichte, Lebensweisheit und Herzens-bildung kommen in Bild und Wort zur Geltung. Dass anregende und unterhaltsame Kapitel, wie Sport, Kurzweil und zu eigenem Gestalten reizende Wettbewerbe nicht fehlen, versteht sich. Dies alles und noch Vieles dazu, das unsere Buben und Mädehen interessiert und das ihnen mithlift, in den Welt verwästenkommen wird is derichen kinn Madenen interessiert und das innen mitnirt, in der Welt vorwärtszukommen, wird in anziehendster und anschaulichster Form dargeboten. Man darf sich freuen, dass dieses Buch immer mehr auch zum treuen Begleiter der jungen Auslandschweizer wird. Der erstaunlich billige Preis erlaubt es jedermann, seinen Kindern und jungen Freunden einen Pestalozzi-Kalender zu schenken. Möge er bald im fernsten Schweizerhause zu finden sein.

QUOTATIONS from the SWISS STOCK EXCHANGES.

Bonds.	Oct. 19		Oct. 26
Confederation 3% 1903	79.		79.85
5% 1917, VIII Mob. Ln	101.60		101.60
Federal Railways 31% A-K	83.97		83.50
" " 1924 IV Elect. Ln.	101	.50	100.50
SHARBS.	Nom	Oct. 19	Oct. 26
	Frs.	Frs.	Frs.
Swiss Bank Corporation	500	785	776
Crédit Suisse	500	823	805
Union de Banques Suisses	500	665	667
Société pour l'Industrie Chimique	1000	2385	2373
Fabrique Chimique ci-dev, Sandoz	1000	3875	3825
Soc. Ind. pour la Schappe	1000	2650	2610
S.A. Brown Boveri	350	497	507
C. F. Bally	1000	1230	1240
Nestlé & Anglo-Swiss Cond. Mk. Co.	200	546	552
Entreprises Sulzer S.A	1000	972	987
Comp. de Navig n sur le Lac Léman	500	545	525
Linoleum A.G. Giubiasco	100	94	85
Maschinenfabrik Oerlikon	500	780	840

MISCELLANEOUS ADVERTISEMEN'S

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ENGLISH CLERGYMAN receives Young Swiss; family life; home comforts; English lessons if required; near park and museums; moderate terms.—Rev. C. Merk, 5, Roland Gardens, South Kensington, S.W.7.