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selected because it is little affected by moisture: the holes were tamped with damp sand. All the 29 mines were exploded (by electricity) at the same moment. Though the trotyl proved sufficiently strong to break up the mattresses of brush wood which had been placed on the triver side of the dam, the Rhine level had sunk by 0.75 m. (2 ft. 6 in.) within, the three days that elapsed between the laying of the mines and the explosion, and the rush of the water through the gaps created by the explosion was not so powerful as had been expected. But the Rhine will itself soon finish the work. A strong dam had been erected, because sudden thaws in the mountains and Rhine floods had always be feared. How many of my readers remember the poem we had to learn in the long ago, and which dealt with the "Rheinüberschwenmung" which had the Diepoldsau district for a background ? Swiss-Indian.

Swiss-Indian.

Swiss-Indian. The Spectator (May 19th):— The death of Colonel John Henry Rivett-Carnac at Verey on Friday. May 11th, is a matter of especial regret to readers of the 'Spectator,' who will remember the many letters from him that we have published. In accordance with the family tradition of the Rivetts he spent most of his life in India, where he had a very distinguished career, in both civil and military capacities. In addition to his public life in the Indian Civil Service, he had many private hobbies of a more purely intellectual nature, in any of which he would have obtained eminece had it held his somewhat over-versatile attention for longer than a few years at a time. One of the practical results of his interest in archae-ology is the possession of several valuable coins by the British Museum, a gift from him. The latter part of his life, practically since his retirement, he spent m Switzerland, where he did valuable work during the War for British prisoners. His death has deprived us of one of those all too rare combinations of personal charm and practical ability.

charm and practical ability. The New Swiss Five-Franc Pieces. The Times Trade and Engineering Supplement of May 19th publishes a number of pictures which appeared originally in the Schweizer Illustrierte Zeitung. Zofingen, showing various stages in the manufacture of these new five-franc pieces. They are being minted at Berne and are of the same quality as the old coins (900 fine, 25 grammes). Reaching Basle one morning, some weeks ago, I was given in exchange one of these new pieces, and, at first, would not take it, thinking it was one of the "Schaubuden-Medaillen" of the Basler Messe! It took me some time to grasp the fact was given in exchange one of these new pieces, and, at first, would not take it, thinking it was one of the "Schaubuden-Medaillen" of the Basler Messe! It took me some time to grasp the fact that this ugly coin could be our new five-franc piece. Why we cannot have a better coin I do not know. The picture of Mother Helvetia was conventional, but at least not ugly. Then we had various beautiful heads on various medals issued at rille festivals. Why not choose one from among those? I suppose some modern influence was at at rile festivals. Why not choose one from among those? I suppose some modern influence was at work and decreed that our taste wanted modernis-ing. Perhaps, also, our authorities acted upon the old slogan, "ars est celare arten." If so, they have certainly succeeded amazingly well, because these new five-franc pieces assuredly do "hide their artistic merit." At the same time, any reader who, having read the above, is thoroughly disgusted with the look of these coins he has hoarded up and wants to get rid of them, please communicate with the Editor, who has instructions to forward all such incoming coins to "Kyburg" for disposal.

Electrical Developments in Switzerland,

Entirop, who has instructions to forward an such incoming coins to 'Kyburg'' for disposal. **Electricial Developments in Switzerland.** *Electricial* (May 18ths:--The Commercial Secretary to H.M., Legation at Berne, Mr. E. C. D. Rawlins, in his report on the commission of the Federal raliway system is proceeding in accordance with the programme established in 1918, which provides for the electrification of the whole system within a period of thirty years. During last year 357 km. of raliways were electrified and in operation. The lines so operating are Iselle Brizue (22 km.), Brizue-Sion (53 km.), Berne-Scherz-lingen (34 km.), Chiasso-Lucerne (225 km.), Arth-Golday-Zong (16 km.), and Immense-Röthkreizu (7 km.), whilst electrification work is in hand on the following lines:-Lucerne-Zurich (55 km.), Lucerne-Basle (92 km.), and Sion-Lausanne (92 km.). It is santicipated that in the near future electrification work will also be undertaken in connection with the Zurich-Olten-Berne (130 km.), Thalwi-Richterswill (27 km.). Luasanne-Daillens-Vallrobe and Daillens-Yverdon lines. In 1924 approximately 596 km. of raliway swites (2.843 km.). With regard to private railways, there have been mew extensions, with the exception of the Rhetian raliways (Canton Grisons), who have completed the dectrification of their whole system by the opening of the electrification of the 277 km. of line walley 120 million france. The heavy electrical industry the cost of labour is more dectrification of the substace of a labour is how about 100 per cent. above pre-war level. In the short of the mailways, matters would have been worse, in the heavy electrical industry the cost of labour is now work less, and the unsound state of brow about 100 per cent. above pre-war level. In the exploited of the fall in the price of raw materials walt owing to the fall in the price of raw materials walt owing to the fall in the price of raw materials walt owing to the fall in the price of raw materials walt owing to the fal

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