

The installations on the Junfraujoch

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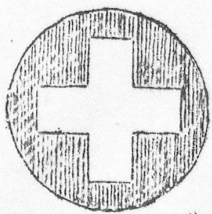
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The 1st. August - - our own day of Independence.

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No matter how many years we have been absent from the country of our birth, this day will take us back to our school days of long ago, when our teachers planted the seeds of patriotism into our hearts. Perhaps we were not too enthusiastic over our studies on Swiss history, but when singing our many patriotic songs we were all there, with heart and soul.

My memories take me back to the time when I took occasional pleasure trips over the glorious Lake of the Four Cantons, when, while passing the beautifully situated Ruetli, Swiss travellers invariably joined in the dear old song "Von Ferne sei herzlich gegrusset, Du stilles Gelände am See." Though away from home, the love of our dear little country never wanes. It is with feelings of just pride we relate to friends in this country some of the wonderful exploits of our forefathers, which have preserved, against great odds, the independence of our country.

On this day, our first of August, we can, in our imagination, listen to the joyful ringing of the Church bells in memory of the brave men who met that night on the Ruetli and decided to oppose the tyrannical oppressors and laid down the foundation of our ancient Republic.

Now far away from home we are scattered over the biggest part of New Zealand, but we think of our Homeland today, and extend to it our Greetings, Love and Best Wishes. May it remain free from the everlasting restless and warlike turmoil in Europe.

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THE INSTALLATIONS ON THE JUNGFRAUJOCH.

The history of the creation of these installations on the Jungfrauoch goes back to the year 1894. It was then that, after a very bitter struggle in Parliament and in the daily papers, a concession was granted for the building of the Jungfrau railway. Work on this railway was begun in 1896.

No one seeing the Jungfrauoch station from the Aletsch Glacier would believe that the whole crown of the peak which is known as The Sphinx is completely hollowed out inside, like a mole-hill, with tunnels, passages and galleries. The extensive station buildings, with the rails, offices, power station and water reservoirs, etc. are all situated inside the mountain itself.

In 1931 the International Institute for Research, whose construction cost 1,000,000 Swiss francs, began work. It had been financed not only by the Jungfrau Railway and the Federal and Cantonal Authorities, but also by private persons and scientific institutions in Germany, France, England, Austria and the U.S.A. This scientific Institute, erected as it has been at such a great altitude, provides meteorologists, physicists, zoologists, botanists, physiologists and doctors with a very valuable research ground.

The Research Station is built against the rockwall on the southern peak, between the Jungfrau (4166 m.) and the Mönch (4105 m.) The work of construction at this height (3500 m.) was not unnaturally beset with difficulties, which can however hardly be appreciated by any but experts. It was only possible to wrest the installations from the mountain by dint of the most strenuous labour and the fiercest struggle with nature. Snowstorms lasted for days, continually hurling down masses of snow on to the site and blocking the means of communication. The cold was exceptional; avalanches made the transport of material impossible. Nature's mighty powers combined to prevent the work of construction being carried out according to plan, and again created the necessity for exceptional efforts and ceaseless endurance. But in spite of these difficulties time and again those who took part in the work successfully sought some means of working in perfect co:operation.

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THE CITY OF LAUSANNE.

Overstepping its three original hills of the City, Bourg and Saint-Laurent, the borough of Lausanne amalgamated some 80 years ago with Pontaise, Montbenon, Champ de l'Air, Chamblandes, Malley, etc. Thoroughfares and streets were enlarged, magnificent buildings modernized its appearance without however spoiling the beauty of its setting of mountains and forests. If Switzerland, after a well-known saying, is the "hub of Europe", Lausanne, even, by its geographical situation is destined to become a starting and radiating point, and one of the most important railway centres of Western Europe, being the intersecting point of the International lines running from north to south and from east to west.

This exceptional situation caused a great development in commerce and business from the middle of the 19th century; the number of large shops, hotels, banking houses and educational establishments increased greatly in number. The development in tourism, the taste for travelling made fashionable by Rousseau, caused Lausanne to become the principal centre of attraction of Western Switzerland, so the 20th century finds the town provided with new buildings in accordance with these requirements. At the western end of the Grand-Pont (Central Bridge) that joins up the old quarters of Bourg and Saint-Laurent, rises the TOWER BEL-AIR, the first sky-scraper of Lausanne, 16 stories in height, and which forms a striking contrast to the old steeple of the Church of Saint-François.

The Place of Saint-François is the principal business and trading centre of the town. It is its most frequented thoroughfare; surrounded by imposing and modern bank buildings which adjoin the CENTRAL POST OFFICE, a splendid construction in the style of the Renaissance. The Rue de Bourg is an old street where formerly the aristocracy and leading citizens resided. The laying out of new streets and recent changes in the buildings have done away with all that remained of the mansions of the 17th and 18th centuries. To-day the Rue de Bourg is one of the most commercial and most picturesque streets of the town.

The PONT BESSIERES, named after the philanthropist who had it built, crosses the valley of the Flon and joins up the top of the Bourg to the Cite. A few minutes from there, in the beautiful Park of Mon Repos stands the TRIBUNAL FEDERAL inaugurated in 1927 and which replaces the former court