

# The romance of the St. Gotthard [continued]

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Special Broadcast to honour Swiss Independence Day  
August 1, 1938.

2 ZB Wellington will broadcast a special Swiss programme on the Swiss National Holiday, August 1, between 4 - 4.30 p.m.

At 8 o'clock in the morning two Swiss records will be broadcast for breakfast listeners.

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First of August Celebrations and Entertainments.

The Secretary of the Swiss Benevolent Society of New Zealand would like to receive reports on First of August Entertainments and Celebrations which may take place in New Zealand on that day. They will be printed in the next issue of the "HELVETIA". Send in your reports on your Jass-Parties, Teas and other gatherings!

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R A D I O BROADCAST : A Broadcast will take place on August 1st. at 5.30 p.m. (N.Z. time). Wave lengths as before :-

H B J 20,64 M. 14535 Kc. H B O 26,31 M. 11402 Kc.

Once more we wish to impress upon the listeners the importance of informing us regarding results of reception.

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THE ROMANCE OF THE ST. GOTTHARD (continued)

The private postal service was continued until 1798, when it was transferred to the Helvetic Republic. Five years later the Republic came to an end; the cantons regained their sovereignty and made their own postal arrangements. Canton Uri improved the service. In 1820 the road as far as Göschenen was sufficiently widened to enable vehicles to be used. In 1830, when the road over the pass was complete, the postman was permitted to take a solitary passenger in his carriage. Twelve years later a daily service with a post-waggon, having accommodation for eight passengers, was inaugurated and in due course taken over by the Federal Post Office.

The middle of the last century was marked by bold projects for a railway through the Alps, with fierce conflict as to the most suitable route. The Lukmanier Pass between Disentis and Biasca, running virtually parallel with part of the Gotthard road, was for a time the great rival, but in 1869 the Federal authorities finally decided in favour of the St. Gotthard. This involved the boring of what was then the longest tunnel in the world.

Work on this mighty undertaking was begun in 1872 and ten years later, on June 1st. 1882, the line was formally inaugurated. The cost, exceeding the original estimates, had run to about £4,760,000. The completion of the work was recognised as an epoch-making achievement, in view of the magnitude of the scheme and the enormous difficulties which were ingeniously and successfully overcome. The St. Gotthard railway immediately took its place among the great arteries of European traffic, both for goods and passengers. It gained a deservedly high reputation for the thoroughness of its organisation, the excellence of its services and the comfort ensured to its ever-increasing clientele, while no other line in the world could compare with it for grandeur of scenery. ..(TO BE CONTINUED).

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A D V E R T I S E M E N T S.

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