

# Broadcasts from home

Objektyp: **Group**

Zeitschrift: **Helvetia : magazine of the Swiss Society of New Zealand**

Band (Jahr): **19 (1955)**

Heft [11-12]

PDF erstellt am: **30.06.2024**

## **Nutzungsbedingungen**

Die ETH-Bibliothek ist Anbieterin der digitalisierten Zeitschriften. Sie besitzt keine Urheberrechte an den Inhalten der Zeitschriften. Die Rechte liegen in der Regel bei den Herausgebern.

Die auf der Plattform e-periodica veröffentlichten Dokumente stehen für nicht-kommerzielle Zwecke in Lehre und Forschung sowie für die private Nutzung frei zur Verfügung. Einzelne Dateien oder Ausdrucke aus diesem Angebot können zusammen mit diesen Nutzungsbedingungen und den korrekten Herkunftsbezeichnungen weitergegeben werden.

Das Veröffentlichen von Bildern in Print- und Online-Publikationen ist nur mit vorheriger Genehmigung der Rechteinhaber erlaubt. Die systematische Speicherung von Teilen des elektronischen Angebots auf anderen Servern bedarf ebenfalls des schriftlichen Einverständnisses der Rechteinhaber.

## **Haftungsausschluss**

Alle Angaben erfolgen ohne Gewähr für Vollständigkeit oder Richtigkeit. Es wird keine Haftung übernommen für Schäden durch die Verwendung von Informationen aus diesem Online-Angebot oder durch das Fehlen von Informationen. Dies gilt auch für Inhalte Dritter, die über dieses Angebot zugänglich sind.

to the road again. In order to make the details of these invaluable services better known, the Swiss Federal Railways have just published a small booklet entitled "Car conveyance through Alpine tunnels" which sets out in four languages (German, French, Italian and English) the unloading regulations, the maximum acceptance dimensions of vehicles and the fares for cars and passengers, not to mention timetables and special facilities for motor-cycles, side-cars, motor scooters and luggage trailers and caravans.

#### Air Transport of Motor-cars Between Switzerland and Great Britain

A British air navigation company is to run a direct service between the South Coast of Great Britain and Basle, during the winter months of 1955-56. This service is intended specially for the purpose of facilitating the enjoyment of winter sports in Switzerland, for British visitors. The flights will take less than three hours. This air-bridge will start operating as from the middle of December. Each aircraft will be able to carry three motor-cars and fifteen passengers.

#### Development of Swiss Investment Trusts

Investment Trusts have developed in a remarkable manner, in Switzerland, during recent years. In 1954, there were twenty-six such Investment Trusts, of which sixteen specialised in the investment of securities and ten in that of real estate. The total amount of certificates issued comes to nine thousand million francs. Although their headquarters are in Switzerland, the activities of these Trusts are devoted mostly to foreign markets. As a matter of fact, two-thirds of the investments are made abroad. The average yield from this kind of investment amounted, in 1954, to 3½ per cent.

#### Subsidies to Swiss Agriculture in 1956

More than 40 per cent. of the subsidies provided by the Swiss Government in its 1956 Budget will be devoted to agriculture. It is necessary, primarily, to ensure that the country will be adequately supplied with cereals. Wine-growing and the dairy industry will also benefit from State aid.

#### A Swiss Show of Industrial Production

The fortieth Swiss Industries Fair will take place in Basle from 14th to 24th April, 1956. This is the leading industrial exhibition in Switzerland, where the main export groups such as watchmaking, textiles, textile machinery, general engineering and the electrical industry will be prominently represented. At the 1955 Fair, there were 30,000 visitors from foreign countries, some 1000 of whom came from overseas.

### BROADCASTS FROM HOME

#### Radio Time-table

Australien	HER 5	11.865	25.28
Neuseeland	07.15-09.45	HER 7	17.784 16.87
Ferner Osten	HER 8	21.520	13.94

### A DOUBLE CENTENARY AT ZERMATT

By CICELY WILLIAMS

"The mountaineer's true home"—that is how a famous alpinist of the nineteenth century described the Monte Rosa Hotel at Zermatt. Today mountaineers of all nations would re-echo the words.

It is just one hundred years since Dr. Lauber's little inn—the first ever opened in Zermatt—was taken over by Alexander Seiler, who christened it Hotel Monte Rosa. By that act the Seiler dynasty of hotel-keepers was founded and from that day the development of Zermatt as a first-class resort was assured. Materially Zermatt owes everything to Alexander Seiler and his excellent wife. No place, however grand its scenery, can flourish without a good hotel. Seiler was the hotelier "par excellence" who thoroughly understood the art of inn-keeping. He knew just how to welcome the arriving guest, thirsting for mountain conquests; how best to cater for the comfort of those engaged in such pursuits; and how to bid farewell to the successful and the disappointed.

And today, let it be said, the same spirit still obtains at the Monte Rosa where the house of Seiler still reigns. The bowl of fruit in the bedroom to welcome regular guests; the personal interest shown in alpine exploits however trivial; the little comforts awaiting the weary mountaineer; the so-called "farewell chocolate" when the moment comes to leave. All these are modern expressions of the customs introduced by Alexander Seiler in 1855 and the years that followed.

1855 was a remarkable year—it saw not only the opening of the Hotel Monte Rosa but also the first ascent of the great Monte Rosa itself. On July 31st the Dufourspitze was climbed by a British party consisting of the brothers G. and C. Smythe, Birkbeck and the Rev. Charles Hudson—who ten years later perished in the Matterhorn disaster—with the Guides Lauener and Zum Taugwald. It was a great event—the highest point in Switzerland had been scaled, the Golden Age of mountaineering, and of Zermatt, was ushered in.

This summer, therefore Zermatt celebrates a double centenary and great festivities, fitting