

# Notes & gleanings

Objektyp: **Group**

Zeitschrift: **The Swiss observer : the journal of the Federation of Swiss Societies in the UK**

Band (Jahr): - **(1922)**

Heft 49

PDF erstellt am: **08.08.2024**

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The object of the Club is to promote and develop international social intercourse and to further the cordial relations between members of the staffs of the League of Nations and the International Labour Bureau, on the one part, and the inhabitants of Geneva on the other.

Sir Eric Drummond, Secretary-General of the League of Nations, M. Gustave Ador and M. Albert Thomas, Director of the International Labour Bureau, have been elected Honorary Presidents.

\* \* \*

Our American contemporary *Printer's Ink* reports that the Horace L. Day Company, of New York, who for the last 25 years have acted as sole importers and selling agents for Suchard's chocolate in America, have obtained the concession to manufacture chocolate in the United States by the Suchard process.

\* \* \*

Four young men left Nyon on Sunday morning last in a rowing boat, intending to cross the Lake of Geneva.

At seven in the evening it was observed from the steamer "La Suisse," on its course to Geneva, that a cap-sized boat was drifting in the lake, with two young men clinging to it. They were duly picked up by the steamer, but of their two companions no traces could be discovered.

\* \* \*

A two-seater motor car was driven into an obstruction on the Bellevueplatz at Bienne.

Mrs. Ochsner from Madretsch, who was riding in the car next to the chauffeur, was thrown on to the wind screen, which broke and severed the carotid artery of the unfortunate woman. She bled to death on the spot, while the chauffeur escaped with a few cuts only.

\* \* \*

The wife of Johann Fischer, a hatter in Winterthur, who was living apart from her husband in Lausanne, after a heated altercation about pending divorce proceedings outside the hatter's business premises, followed her husband through the shop into a back room and discharged six bullets into his body. Turning the weapon upon herself, she lodged two further shots into her own chest and died sitting on a chair.

The wounded husband succumbed to his injuries in hospital 24 hours later.

\* \* \*

#### OBITUARY.

Wilhelm Sturm, composer and professor of music, has died at Bienne at the age of 80.

The deceased specialised in the creation of glee songs for male choirs, contributing over 200 masterly pieces to the enrichment of Swiss music. He also enjoyed a fine reputation as a teacher and conductor of choir and solo singing.

\* \* \*

The death is reported from Berne of M. Emmanuel Muheim, one of the founders of the Berner Alpenmilch Gesellschaft.

Ever since the company's formation, 30 years ago, Mr. Muheim played an important and successful part in the direction of its affairs. His opinion and advice on economic questions was also eagerly sought by federal and cantonal authorities, as well as by individuals, particularly during the difficult times of the past decade, when he rendered many and useful services in the public interest.

#### NOTES & GLEANINGS.

Among the perplexing reports which we read about the Genoa Conference is an interview which the correspondent of the *Manchester Guardian* (May 3rd) has had with the principal delegate of Switzerland, Mr. Motta. It contains, of course, nothing relevant to the aims of the Conference, but it shows the benevolent and disinterested attitude of the neutrals who, in a highly charged atmosphere, are striving hard to find a bridge between antagonistic interests:—

"A small, thick-set figure, the quick brown eyes of the Latin, with the sturdy determination of the Teuton, he is an Italian-Swiss, and is peculiarly suited to act as peacemaker in an affair in which the two races whose blood mixes in his veins are the opposite poles of the dispute. During the war his election as President of Switzerland gave a moral guarantee to Italians that the neutrality of Switzerland would be respected. (Sic!) Together with M. Branting, of Sweden, he is the unofficial leader and spokesman of the desires of the neutrals at this Conference. Both men are members of the principal Sub-Commission.

'Six nations are,' said M. Motta, 'in the natural group of neutrals—Switzerland, Spain, Holland, Sweden, Norway, and Denmark. Many reasons have brought them together in loose and free association at this Conference. All of them are non-signatories of the Peace Treaties. All of them have healthy money and the same trade and economic problems that go with this. All are democratic, all have highly educated populations, and all are interested, above all, in the preservation of European peace.

All these points of contact made it inevitable that we should work together in matters such as are treated at Genoa. Before the Conference opened, six nations sent delegates to a conference at Stockholm to deliberate on the joint attitude. At the same time we sent experts to Berne, where later the Stockholm delegates rejoined them. A united front was easily decided upon, completely in harmony with the declared ends of the great Conference.

'Our group was well treated by the Great Powers, and members of our delegations were accorded seats on all commissions. We have only sent small missions here; my own country's, for instance, is only one of ten, including typists and clerks. So well were we treated in the matter of seats on the different commissions that we have all much too much to do. Our policy on the great affairs treated at the Conference is easy to understand. First and foremost, we are peace lovers. My own nation is most unalterably pacifist, and even in regard to the pact of the League of Nations we have succeeded in guarding our neutrality.

'We want general confidence to be restored. We have no intention of bringing up matters concerned or arising out of the Peace Treaties, which to us are things *inter alios acta*.

'On the great question of Russia our interests are not sensibly different one from another. Our plan has been to help Genoa to success. We try to smooth out obstacles, to bring other nations together, to clear up misunderstandings.

'At one time we felt that there was a danger of the regular organs of this Conference, in which alone we can openly exercise this beneficial influence, being neglected. We were a little mistrustful of these secret confabulations and private meetings.

'Explanations have been given to us which are satisfactory. For instance, in the Russian business Mr. Lloyd George received me and explained to me clearly his policy at the beginning of the Conference and communicated to me the document with which the negotiations started. We neutrals found his policy in accordance with our own views.

'When the Rapallo Treaty was published, we were anxious because it seemed to us that something detrimental to the spirit of confidence, which it is the highest ideal of this Conference to assure, had been done. We were not concerned in the least with the substance of that treaty.

'We have come here to help in the establishment of a peace atmosphere, which is both our interest and our ideal. In spite of this incident of Rapallo, we are still hopeful of great results from Genoa.'

\* \* \*

Both the *Journal of Commerce* (May 4th) and *Modern Transport*. (May 6th) contain a full description of the Rhine harbour near Basle and its accessory installations, which are nearing completion.

The Basle correspondent of the *Manchester Guardian Commercial* (May 4th) deals with the coal and banana trades; as regards the latter, a distributing depot is being established at Zurich, and it is hoped that the Swiss Government will remove the heavy import tax of £7 10s. per ton.

\* \* \*

A vivid description of a week-end air trip to Lausanne is given in *The Times* (May 5th) by Mr. Frank H. Butler, who says:—

"I left the Croydon aerodrome on Friday last," Mr. Butler said, "and, passing over the lovely Garden of Kent, aglow with pear and cherry blossom, left the coast of Hythe. A fine rainbow at sea and the shipping passing up and down the Channel presented a picture of great interest, and in 20 minutes we made the French coast at Boulogne. Passing over Le Touquet golf links, Abbeville, Amiens, and Beauvais, we reached Le Bourget aerodrome, Paris, in 2½ hours. There is an air service from Paris to Switzerland every week-end, leaving Paris each Saturday and returning on Monday. I left for Lausanne by this service on Saturday. Taking the Côte d'Or-Dijon route, I passed over the Jura Alps, still covered with deep snow with the beautiful stately pines pointing up at us, and flying at 10,000 to 12,000 feet, I had a magnificent view of Mont Blanc and the High Alps. On one side was Lake Geneva and on the other Lake Neuchâtel, looking at that height no bigger than the Serpentine. We had to circle twice round Lausanne in our descent to the aerodrome. I had a fine view of the town, but one could not help wishing that the Government's offer of £50,000 had been gained, so that we could have come straight down, as the perfected helicopter will.

"On the return journey on Monday we took a more northerly course, to avoid any chance of a collision, and I had a clear view of the trenches near Troyes to remind me of the Great War. At Paris I changed aeroplanes again. It was a De Havilland D.H.9 machine, and though a very rough day, we crossed the Channel in 12½ minutes, timed by my watch. Captain Powell, M. Labouchère, and Mr. J. Cobham were the pilots on my week-end trip, and I should like to express appreciation of their skill."

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