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The Swiss Observer

FOUNDED IN 1919 BY PAUL F. BOEHRINGER.

The Official Organ of the Swiss Colony in Great Britain

Advisory Council: R. DE CINTRA (Chairman); O. F. BOEHRINGER, L.S. CHAPUIS, J. EUSEBIO, GOTTFRIED KELLER, R. J. KELLER, R. PFENNINGER, A. STAUFFER, G. E. SUTER.

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NEWS AT RANDOM

Federal

The Swiss electorate has rejected the Government's proposal for raising Frs. 1,463 m. (£121.9 m) for defence by means of new taxes for all, including a tax on all drinks but milk.

The final results of the national referendum was 352,205 to 256,035 against. The Federal Council must now work out a new method of raising the money. The rearmament scheme will go on; only the method has been rejected.

Here are the particulars of the voting:

Zürich	68,706	67,000
Bern	40,317	38,853
Luzern	11,478	15,149
Uri	1,726	1,842
Schwyz	1,906	5,057
Obwalden	796	1,378
Nidwalden	1,172	1,604
Glarus	2,571	3,321
Zug	1,708	2,506
Fribourg	2,866	10,699
Solothurn	11,560	9,790
Baselland	5,818	8,237
Baselstadt	9,000	10,340
Schaffhausen	5,247	7,192
Appenzell A.Rh.	2,806	6,162
Appenzell I.Rh.	418	993
St. Gallen	20,333	26,971
Graubünden	8,776	8,840
Aargau	29,842	35,301
Thurgau	11,146	16,452
Ticino	4,052	6,577
Vaud	5,252	31,439
Valais	1,558	11,157
Neuchâtel	3,617	11,078
Genève	3,364	14,267
Total	256,035	352,205

43 per cent of the electors went to the poll.

Monsieur Asaf Ali, Minister Plenipotentiary and Envoy Extraordinary of the Republic of India, has presented his credentials to Dr. C. Kobelt, President of the Swiss Confederation.

The newly appointed Minister was a very active member of the Indian National Congress, and in 1947 was appointed Ambassador in Washington, and a year later, attained the post as Governor of Onissa.

* * *

Customs receipts in June, 1952, totalled Frs. 49.5 million or 2.3 million francs less than in June, 1951.

During the first six months of the current year, 291.9 million francs were collected for customs duties, which is 20.2 million francs less than during the same period in 1951.

* * *

The Swiss Federal Railways carried 15.87 million passengers during the month of May, 1952, or 596,000 less than in May, 1951. The receipts are given as 23.99 million francs. (May, 1951: 24.18 million francs).

Goods traffic during the same period is about the same as a year ago. (1.72 million tons) Receipts: 32.09 million francs. (May, 1951: 31.95 million francs).

* * *

Cantonal

Dr. Peter Meyer, the well-known art historian and Professor at the Federal Institute of Technology (ETH) Zurich, has been honoured with the degree of *doctor honoris causa* of the University of Dublin. (Trinity College). [A.T.S.]

* * *

The commune of Horgen (Ct. Zurich) has recently celebrated the 1,000 year of its foundation. [A.T.S.]

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R.A.C.

Two mountaineers on an ascent of the Schreckhorn (Bernese Oberland) were killed through a fall of stones. The names of the victims are: Ernst Favri (20) and Hans Sauser (25). [A.T.S.]

* * *

The Municipal Council of Thun (Ct. Berne) has conferred honorary citizenship on National Councillor Paul Kunz, a former Mayor of the town. (He was Mayor for 20 years). [A.T.S.]

* * *

At the end of May, 1952, the town of Berne numbered over 150,000 inhabitants. [A.T.S.]

* * *

Dr. Arnold Fisch, at present Editor of the "Neuen Winterthurer Tagblatt" has been appointed "Bundesstadtkorrespondent" of the "Basler Nachrichten," in succession to Mr. Max Nef who has been appointed in the same capacity to the "Neuen Zürcher Zeitung". [A.T.S.]

* * *

During the first six months of 1952, 247 (1951:222) traffic accidents occurred in the canton Basle Country. Twelve persons (1951:6) were killed and 192 (1951:213) persons were injured). [A.T.S.]

* * *

Dr. Hans, Franz Sarasin, President of the Board of "Industriegesellschaft für Schappe", Basle, has been elected President of the "Basler Handelskammer" in succession to Dr. h.c. C. Koechlin. [A.T.S.]

* * *

The accounts of the festivities on the occasion of the 450th anniversary of the canton of Schaffhausen's entry into the Confederation, close with a deficit of 163,000.—frs. [A.T.S.]

* * *

The "Bürgerversammlung" of the town of Schaffhausen, has nominated Dr. h.c. Ernst Homberger, President of the Board of the Georg Fischer, A.G. an honorary citizen of the town. [A.T.S.]

* * *

The firm "Lonza, Elektrizitätswerke & Chemische Fabriken, A.G." Sins, has made a donation amounting to 100,000.—frs. to the commune of Sins (Ct. Aargau) towards the costs of building a new school. [A.T.S.]

* * *

Two members of the Protestant Parish of Muri (Ct. Aargau) have given an amount of 100,000.—frs. for the building of a Protestant Church. [A.T.S.]

* * *

The little town of Romainmôtier situated at the foot of the Jura on the road from Orbe to the Joux Valley has celebrated its 1,500th years anniversary. [A.T.S.]

* * *

Dr. E. Wyss-Dunant, leader of the Mount Everest Expedition, and the following members: René Aubert, Léon Flory, Jean Asper, René Lambert, René Dittert, André Roch, Ernst Hofstetter, Dr. Gabriel Chevalley, Augustin Lombard and Zimmermann, arrived with the Air India at the Air Port of Cointrin (Geneva) from Bombay.

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On descending from the air-liner they were welcomed by the President of the Government of the canton of Geneva, M. Casai, and members of the municipal council. The members of the Expedition were entertained at Luncheon at the Airport Restaurant. Dr. Wyss-Dunant, the leader, mentioned that they camped at a height of 8,400 metres and reached at height of 8,700 metres, he said that the members of the present team would not return to India, and that there were not many difficulties in the way of climbing, but in order to go higher than 28,000 feet, the new team should have better equipment and apparatus. [A.T.S.]

* * *

Switzerland's smallest canton, Zug, which received its status as a sovereign state in 1352, when other Swiss confederates took the land and town of Zug from the Austrian overlords, and made Zug permanently part of Switzerland, has celebrated the historical event, which took place just over 600 years ago.

The rôle in Swiss history by the canton of Zug is a modest one, but there are some outstanding events, and prominent men from Zug have played an important part in historical happenings. One of these men was the leader of the confederates fighters, Peter Kolin in the famous battle of Arbedo (Ticino) in 1422, he, with some 3,000 Swiss Confederates beat back an overwhelming army of 6,000 horsemen and 12,000 foot soldiers from the Duchy of Milano, who were trying to invade the Ticino and the important Gotthard route. Kolin and many of his valiant men died, but the enemy left the field with great losses. On top of a fine

fountain in the town of Zug stands Kolin's statue holding aloft the white and blue emblem of his canton.

The festivities opened on Friday, June 27th, with a youth festival at which over 5,000 boys and girls took part, they were addressed by the Mayor of Zug, States-Councillor, Dr. A. Lusser. The following day, all the church bells throughout the canton were ringing in the "Official Day" and a solemn service was held at St. Oswald, at which the municipal, cantonal and federal authorities took part, the service was followed by a special meeting of the "Kantonsrat" which was addressed by its President, Leo Hürlimann (Walchwil) and by Federal-Councillor, Dr. Ph. Etter, himself a citizen of Zug. In the afternoon the members of the Federal Council, the members of the governments of the cantons of Zurich, Berne, Lucerne and Glarus, delegates of the Federal Chambers, the Churches and the army arrived, amongst them General Guisan, and a procession was formed which passed through the gaily decorated streets of the town, to the old "Landsgemeindeplatz am See" where they were welcomed by the "Landamman" of the canton of Zug, Dr. Emil Steimer.

Dr. C. Kobelt, President of the Swiss Confederation, extended, on behalf of the Federal Council and the entire Swiss population, best wishes to the authorities of the canton of Zug. His patriotic oration concluded with the singing of the Swiss national Anthem. In the evening a performance of the "Festspiel" "Das Zuger Spiel von Stadt & Land" was given.

The festivities concluded on Sunday with services in catholic and protestant churches in Zug, and with a Banquet at the "Theater Casino".

[A.T.S.]

—:o:—

The following deaths are reported from Switzerland:

Dr. Paul Altwegg, a former States-Councillor, in Frauenfeld, at the age of 68.

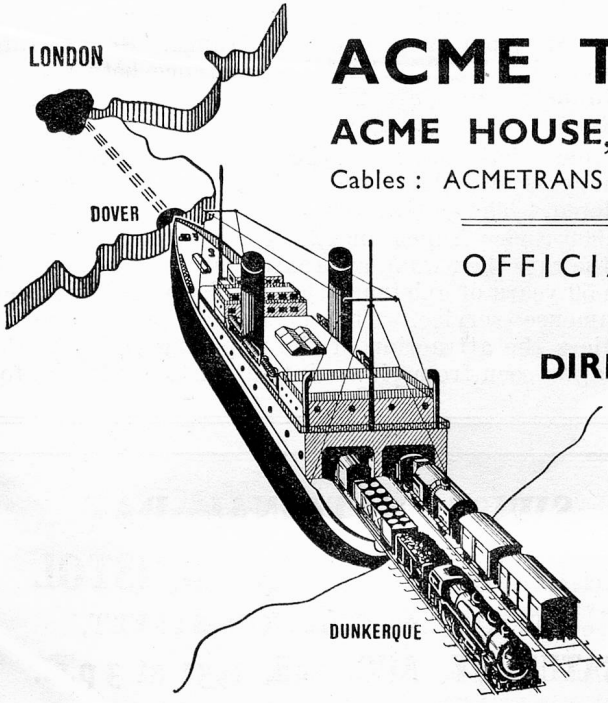
The deceased studied law at the Universities of Zurich, Berne, Berlin and Leipzig, and afterwards continued his studies in Paris, London and Florence. On his return to Switzerland, he was appointed in 1919, a member of the government of the canton of Thurgau; of which he was a member for 28 years. In the army he reached the rank of Infantry Colonel. From 1935, until his retirement in 1951, he was a member of Parliament (States Council), over which he presided at one time.

Colonel Friedrich Albert Mezener, formerly chief of the "Eidenössische Kriegsmaterialverwaltung" in Berne, aged 84.

Johann Gründling, a member of the Board of the "Helvetia Schweiz. Unfall & Haftpflicht Versicherungsanstalt", Zurich, in Zurich at the age of 77.

Professor, Dr. Oskar Bürgi, in Zurich, aged 79. The deceased, was from 1904-1943 Professor of anatomy and surgery at the veterinary faculty of the University of Zurich of which he was rector from 1936-1938.

Fritz Heer, during 15 years Manager of the "Crédit Suisse" Glarus, in Chur, at the age of 61.



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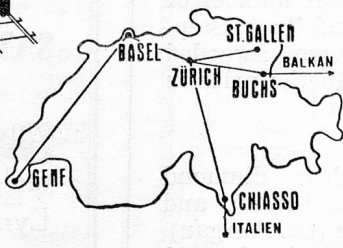
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Gustav Hasler, senior principal of the firm "Hasler, A.G.", Berne, in Grindelwald, at the age of 75. At the early age of 23, he took over the management of the firm, owing to his father's death. The firm then numbered between 100 and 200 employees, and at his death had a personnel of over 3,000.

Werner Minder, head of the "Tybol, A.G." Neuhausen, in Schaffhausen, aged 70. The deceased was one of the co-founders of the Nouvelle Société Helvétique.

Théodore Rivier-Rose, in Guévaux, at the age of 87. He had been a pastor at the following churches: French Church, St. Gall, (1892-1901); Reform Church, Porrentruy (1901-1915); Free Church, Aigle (1917-1927) and French Church, Fribourg (1927-1935).

Jakob Nohl-Joho, senior partner in the firm "Nohl-Druck", Schaffhausen, in Schaffhausen, aged 72.

Jakob, Robert Greuter, a former Director of the "Gewerbeschule", Berne, in Berne, at the age of 71.

Anton Vocka, master furrier, and oldest inhabitant of the town of St. Gall, in St. Gall, aged 100.

Dr. med. H. Stöcklin, Surgeon-in-Chief and Director of the "Thurgauisch-Schaffhaussischen Heilstätte", Davos, in Davos aged 61.

Guido Petrolini, for many years Manager of the "Banca della Svizzera Italiana", Lugano, and President of the "Pro Lugano", in Lugano, at the age of 79.

Eugène Gentizon, from 1910-1942, Director of the "Greisenasyl" Paris, in Constantine. (Wistelach).

Josef Fischer-Jurt, Editor of the "Willisauer Boten" since 1924, and a member of the Grand Council of the canton of Lucerne, in Willisau, aged 52.

Paul Schoeck, architect, and author of the play "Tell" in Gümligen (Ct. Berne). He was a brother of the well-known Swiss composer, Dr. Othmar Schoeck.

Walter Grob, at one time a member of the "Kantonsrat" St. Gall, in Wattwil, aged 76.

Dr. Willy Luick, a member of the Grand Council of the canton of Berne, and Secretary of the "Bernischen Staatspersonal Verbandes" in Wabern, at the age of 61.

Caspere Tognola, for 42 years Swiss Consul in Genoa (Italy), in Bellinzona, aged 69. [A.T.S.]

* * *

The undermentioned birthday anniversaries are announced in Switzerland:

Dr. Adam David (80), of Basle, the eminent botanist, geologist and biologist, and author of a number of works of his African journeys.

Jules Emery (90), for many years President of the commune of Broye and the oldest practising notary in Switzerland.

Hermann Hesse (75), author of a great number of works, amongst them "Peter Camenzind"; "Steppenwolf" and "Glasperlenspiel". He was awarded the Gottfried Keller prize in 1936, the Goethe prize in 1946, and the Nobel prize in 1946. [A.T.S.]

* * *

The following have celebrated their diamond wedding anniversary (60) in Switzerland: Mr. and Mrs. Ch. Roller-Schmidle, of Laufenburg (Ct. Aargau), and Mr. and Mrs. E. Liechti, of Neuchâtel. [A.T.S.]

The Swiss Federation of Watch Manufacturers have asked the Government to resist a threatened increase of U.S.A. tariffs on watches. [A.T.S.]

* * *

The following message, woven in red into the vestibule door-mat at a Swiss Hotel, reads "On the mat your feet must wipe, or mud the carpet begets". (Not exactly the "Queen's English" Ed.)

* * *

Classed among the ten longest tunnels in Switzerland, that of the Albula has just celebrated its first fifty years of existence. It was in October, 1898, that work started under the supervision of the Rhaetian Railways, which provide the principal means of communication in the Canton of the Grisons. For the drilling a Brandt hydraulic press was chosen, the pneumatic drill being still in its infancy, and power was taken from the Lake of Palpuogna for the northern side of the mountain, and from the River Beverine for the southern entrance. Accommodation for between 500 and 600 men was built at Preda and at Spinaz. Then, on July 20th, 1900, work was interrupted by the bursting of a giant pocket of water and 547 yards of tunnel were filled by a thick layer of fine sand. Enormous efforts were needed to clear the working-site and it was not until August of the following year that normal drilling could be resumed. On the southern side the work was also fraught with difficulties. All these unexpected obstacles put the contractors in a delicate situation and in the end permission was asked for them to be freed from their contract. As a result the Rhaetian Railways took over the work. Only another two miles were needed to be drilled before the two ends of the tunnel could meet. This took place on May 20th, 1902. The point where the two sections joined was 3314 yards from the northern entrance, and 3,100 yards from the southern entrance. So accurate had been the drilling that the difference between the two tunnels was only 2 in. in width and 1 7/8 in. in height.

From that moment the pace quickened. In February, 1903, the last sections of masonry were completed. The construction of the tunnel had cost 7,183,000 Swiss francs, or £287,000 @ Frs.25.— to the £, as the rate then was), approximately £45 to the yard. In its 50 years of existence the Albula tunnel has been of immense service. It has opened up for many travellers the attraction of the imposing valley of the Albula, as seen from viewpoints at different levels, for

SWISS NATIONAL DAY CELEBRATION IN BRISTOL

AT Y.M.C.A. COLSTON STREET,
SATURDAY, AUG. 2nd, 1952 at 3 p.m.

All Swiss attending please notify immediately Mr. C. Du Bois, Swiss Cottage, 2, Lyndhurst Rd., Westbury on Trym, Bristol.

at one point the line climbs 1,300 feet by means of audacious loop tunnels before breaking out in the south in the sunny Engadine. The whole of the Albula line has 39 tunnels, of which the one referred to is the largest. It is also the highest tunnel in the Alps, the top point reaching 5979 feet. The Rhaetian Railway has 172 miles of track. Its different routes are full of surprises, and travellers can see how the remarkable feats of engineering harmonise with the rugged beauty of the countryside. The entire network includes 376 bridges and viaducts, as well as 82 tunnels which alone cover 19 miles.

* * *

The Fine Arts Museum of Lausanne has been renovated and enriched by the addition of three new galleries devoted to the works of Auberjonois and other modern painters of the Canton of Vaud.

* * *

For the first time the celebrated Jaquet-Droz automates are to leave the Historical Museum at Neuchâtel. They will be on show at the "Watches and Jewels" exhibition at Geneva towards the end of the Summer. The automates, which date from the 18th century, are mechanical robots that write, draw and play the harpsichord.

* * *

The substantial development of motor touring is without doubt one of the primary causes of the improvement of the Swiss road system—and particularly of the Alpine roads. It is now some 120 years since the Swiss Post first undertook the crossing of the Alps, with five-horse vehicles driven by hardy postilions.

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But the invention of the internal-combustion engine, and its utilisation in motor vehicles of ever increasing speed and power, have brought about a revolution in the technique of road construction. One after another the great coach roads have had to be adapted to the requirements of traffic which in the space of a decade or two has grown to tremendous proportions. The roads have had to be widened, new surfaces investigated; layout has had to be simplified by easing off bends and by building here and there bridges as costly as they are daring; tunnels have had to be dug, corners to be banked, cross-roads re-designed—in a word the whole matter has had to be reviewed in the light of the speed and intensity of motor traffic.

Tied to his steering wheel, the driver keeps his eyes fixed on the ribbon of the road and his ears attuned to the purring of his engine, which he likes to be cheerful and regular. His passengers, however, are free to enjoy this easy and untiring ascent towards what were once called "savage altitudes", and to watch the panorama glide past at each turning.

SWISS NATIONAL DAY CELEBRATION

Saturday, 26th July, 1952
2.30 to 5.30 p.m. (Doors open 1.45 p.m.)
at the
CENTRAL HALL WESTMINSTER, S.W.1

Patriotic Address by the
SWISS MINISTER, Monsieur Henry de TORRENTÉ

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Admission by ticket only, free of charge.

See Note on Page 6520
TICKET HOLDERS TO BE IN THEIR PLACE BY 2.15. P.M.

RELIGIOUS SERVICES: on Sunday, 27th July.
Joint Protestant Service in French and German at 11 a.m. at Swiss Church, 79, Endell Street, W.C.2.
Catholic Service at 12.00 a.m. Solemn Mass and Sermon at St. Peter's Church, Palace Street, S.W.1

But not everyone has a car at his disposal and, moreover, there are many drivers who do not feel quite at ease on mountain roads. That is no obstacle. The magnificent Alpine motor coaches of the Swiss Post Office cover the important through routes of the Swiss Alps. A management conscious of its responsibilities and careful of the safety of its passengers has evolved a strict code of rules which lays down the training and discipline of its drivers; the vehicles are checked with scrupulous care. The personnel are selected with a fine comb and subjected to medical examinations and aptitude tests; in addition they have agreed to a strict code of abstinence. The Administration of the Swiss Post Office has devoted much care to the publication of guide books in highly practical form, with varied texts, perfect photographs, reproductions of paintings and an easily-read map on a scale of 1:75,000. These are available at very reasonable prices, ranging from 1/- to 2/6. The Gotthard and the Furka routes have just been brought into the limelight by new editions which will be extremely valuable. These guides may be obtained from the SNTG, 458/9, Strand, W.C.2.

* * *

A new bicycle-hire service, which will interest visitors to Switzerland, has been introduced by the Swiss Federal Railways. Travellers wishing to cover a particularly picturesque section of their tour by bicycle can now hire bicycles at any station of the Swiss Federal Railways. Bicycles may be handed back at another station. For full particulars regarding charges and conditions, apply to the Swiss National Tourist Office, 458/9 Strand, London, W.C.2.

* * *

To give a fresh stimulus to Alpine climbing, Swiss charges for mountain guides are to be cut by 30 per cent from June 15th for all Swiss and foreign tourists. The concession will remain in force until September 30th, 1952. The full charges will however come into force again before that date if the funds in question are exhausted earlier. This reduction applies exclusively to those mountains lying in Swiss territory and those frontier peaks for which a charge is at present laid down. It does nevertheless extend to the negotiation of mountain passes and the climbing of frontier peaks when the route crosses foreign territory on either the outward or the return journey. The reduction amounts to 30% of the recognised cantonal charges, with a maximum of 50 (fifty) Swiss francs per guide and per climb. Example: charge 200 francs;

30% equals 60 francs; reduction—50 francs; the tourist or tourists will pay 150 francs. This regulation remains valid when the same person or persons make several climbs in the same day.

To be entitled to the reduction, 1 to 3 tourists must engage at least one guide, 4 to 6 tourists at least 2 guides and 7 tourists or more at least 3 guides. The reduction will be based on the journey made, even if the guide is engaged by day. The total reductions from which tourists may benefit may not exceed 300 francs for the 1952 season.

Reductions will be granted only for climbs made with the aid of certificated guides and porters living in the Alps or the Alpine foothills. The subsidies granted to porters will be calculated on the basis of the porters' scale of charges.

A subsidy of 5 francs per day and per pupil will be granted to schools of Alpine climbing, the purpose of which is to provide a systematic training, and whose programme comprises at least six full days of work.

Entries in the log-books at huts and summits and in the hotel registers at mountain hotels, and also in the notebooks of the guides and porters, are obligatory.

PETITES CHOSES QUI FONT PLAISIR.

“*Semaine Suisse*” (Service de Presse).

Selon l'“*Evening Star*”, de Washington, “le peuple suisse, pratique et intelligent”, bien que vivant dans un pays absolument coupé de la mer, devient une nation maritime. 27 navires de haute mer sillonnent les océans du globe et il est prévu la construction de 9 nouvelles unités.

* * *

Les “*New-York Times*” écrivent que l'horloger suisse vit mieux avec son salaire que les ouvriers des autres branches d'industrie, dans n'importe quel pays, y compris les Etats-Unis. Vraisemblablement, l'horloger suisse ne roule pas en auto comme son collègue américain, en revanche il a un compte en banque plus important que celui-ci. La Suisse, sans toucher un sou d'aide des Etats-Unis, est devenue une forteresse contre le communisme et c'est un devoir pour les U.S.A. de tenir compte, dans leur politique commerciale, de telles réalités.

* * *

Le savant genevois, prof. William Rappard, a été élu président de l'Institut international de droit public de Paris.

* * *

Vingt-huit états utilisent la machine à affranchir Hasler; tous les pays du monde font usage du comp- teur de vitesse de cette entreprise bernoise. Un mem- bre éminent du gouvernement italien dispose de liaisons téléphoniques sans fil de la même maison.

* * *

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* * *

C'est toujours avec respect que l'on considère l'œuvre d'Henri Pestalozzi, telle qu'elle est consignée dans ses écrits. Comme éducateur et réformateur social, comme politique et économiste, comme philo- sophe, poète et patriote, Pestalozzi appartient aux plus éminentes personnalités du monde culturel européen. La maison d'édition Rascher de Zürich vient d'éditer en 10 volumes les œuvres complètes d'Henri Pestalozzi.

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* * *

L'oeuvre suisse des lectures pour la jeunesse a établi l'année passée son record de vente avec 705,000 brochures et 17,500 collections. Depuis sa fondation, il y a plus de 20 ans. cette institution, qui lutte contre la littérature malsaine, est mise à disposition de la jeunesse et a diffusé plus de 8.5 millions de brochures.

* * *

L'office fédéral américain de la santé USA PUBLIC HEALTH SERVICE de Washington a pris en charge le film suisse "Confiance" de la Condor-Film, traitant du problème de la tuberculose, pour le faire projeter aux Etats-Unis.

Aux fêtes internationales du film de 1952, à Berlin, deux bandes de la Condor ont remarquablement représenté l'industrie suisse des films documentaires. Il s'agit d'un film de vulgarisation "Eaux menacées" et d'un film culturel "Roues et sabots".

* * *

Les photographes Beringer et Pampaluchi, de Zurich, ont gagné le premier prix d'un concours international de photographie organisé en Belgique.

* * *

Les chantiers de Flensburg viennent de lancer le nouveau cargo suisse "Basilea". Sur l'"Allobrogia", bateau du même type que le Basilea, sur qu'équipage de 34 hommes, on ne compte pas moins de 27 Suisses.

SWISS REARMAMENT.

It is interesting to see that not only the Great Powers but the Swiss too may be having difficulties with their rearmament programme. The "Gazette de Lausanne" suggests that the Federal Government's present emergency programme designed to end in 1955 will not be completed on time. Swiss industry, like the British and American, has not been able to deliver at the rate originally planned. Now that it is becoming harder to sell on the international market it will be increasingly difficult to cut into engineering exports and the obstacles to a higher rhythm of arms production are likely to remain. Atlantic rearmament itself is retarding the Swiss in what is probably the most vital part of their re-equipment: armour. Swiss military theory has given up the war-time conception of defending the Alpine "redoubt" and its valuable mountain passes in favour of a "defence in depth" of the rich northern plateau. Mobile armoured forces are essential to such a strategy. The Swiss at one time hoped to obtain British Centurions. But now every major producer needs its weapons to keep up with its own programmes. Lacking suppliers the Swiss experts have not apparently been able to decide what kind of tanks they will require and from whom. They may not be able to get deliveries from any source before 1954. A contract has been placed with the French for light tanks, but the delivery date is open—and most uncertain. The "Gazette de Lausanne" believes that the programme will probably not be fulfilled now till 1957. When the Swiss, who are very "defence-minded" and can pay for their equipment in good "hard" francs, are unable to deliver on time one can safely take the disorder to be universal.

(Manchester Guardian) 5 7 '52.

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