

Zeitschrift: Helvetia : magazine of the Swiss Society of New Zealand
Herausgeber: Swiss Society of New Zealand
Band: 2 (1936-1937)
Heft: 3

Rubrik: Brief news

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The 235 Mill. will be devoted exclusively and entirely for military measures, thus protecting our borders effectively and proving to other Powers our determination to let no foe put his foot on our land, no matter who. Eighty-two per cent of the money will remain in the country, giving work to many thousands. Only special equipment, such as airplane-engines, heavy guns, etc., will be ordered elsewhere. Air and frontier protection are the two most important sections to be enlarged. No less than 55 Mill. are to be devoted to building airplanes and the necessary equipment; 48 Mill. are reserved for "Erdabwehr", i.e. air-craft guns, heavy machine-guns, searchlights, etc. 46 Mill. are needed for fortifications. The building of smaller "forts" has already been commenced some time ago, particularly to protect us against surprise attacks of tanks. The remainder of the loan will be absorbed by heavier artillery and all other branches of the Army.

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FARMING IN SWITZERLAND.

In a recent publication we enlarged on agriculture and dairy produce of our homeland, and we will conclude this theme with a few notes on cultivation of cereals. This cultivation constitutes the chief item of husbandry. Wheat and spelt are sown chiefly, being best suited to the Swiss climate and soil. Rye, oats, barley and maize are to be found also in various proportions. Production gradually decreased until 1913, but the war brought about a marked improvement. In 1926 cereals covered 18,800 hectares. Vegetable growing, equally favoured by the climatic condition, is practically sufficient to cover the country's needs, with the exception of certain southern products. The potato is by far the most important of cultivation. Whereas formerly the potato crop amply covered domestic needs, today, owing to its less extensive cultivation, it has to be completed by foreign imports. Beetroot cultivation is especially important for fodder (white and yellow varieties). Switzerland depends now for the sugar supply almost entirely upon foreign imports. Tobacco is the only industrial plant of any importance grown in this country, but here again the quantity of locally grown tobacco is insignificant compared with foreign imports. Another product worth mentioning is straw for industrial purposes. Hops, flax, hemp, etc., are obtained almost exclusively from abroad.

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BRIEF NEWS:

The 2nd September, 1936, marked the 130th anniversary of the terrible landslide at Goldau. A huge mass of earth and rock, 1070 feet in width, a depth of 270 feet, and length of 5000 feet, 15 Mill. cubic meters, came down from the Rossberg and buried 457 people, and 333 buildings.

Infantile paralysis seems to be prevalent in various parts of Switzerland. In several villages of the upper Rhein Valley, as well as Bienne, all schools have been closed.

During last July, 40,940 foreign motor vehicles visited Switzerland against 39,124 for the same period of last year. France, England, Holland and Belgium provided the majority of these visitors.

It may interest our readers to hear something about the international shipping on the Rhine, with Basle as terminus. During 1935, the total traffic amounted to 61,200,200 tons, an increase of 5.4% over 1934. The international fleet on the Rhine today amounts to 8 Mill. tons, of which 2.6 Mill. belongs to Germany, 3.7 Mill. to Holland, and the rest under French, Swiss and Luxemburgian flags. The whole of the Rhine fleet consists of 12,462 lighters and sailing vessels, 242 Tank lighters, 196 freight steamers,

1491 Tug-boats, 112 passenger steamers and dredges, 1624 motor-freighters, and some 500 odd motor-boats, etc. The Swiss portion of this fleet is approximately 200 lighters, boats, tugs, etc. This will give you an idea of the fast increasing traffic on the Rhine.

Notwithstanding the serious position regarding the unemployed in Switzerland, we still compare favourably with other countries. The number of unemployed people at home amounts to 79,000 or approximately 1.9% of the population. Other countries have about the following proportion: Austria 4.7%; England 2.7%; U.S.A. 8.8%; Czecho Slovakia 3.7%; and France 1.9%.

Emigrations from Switzerland to foreign countries show the following figures:- During the first 6 months of 1936, a total of 886 went overseas, against 549 the previous period. This figure is the highest since 1930, when 1838 emigrated. It will be a long time before levels of earlier years are reached, such as 1913 with 6191, or 1927 with 5272.

Electrified Railways: Switzerland has now 98% of all railroads electrified, a fine achievement indeed. Electric traction has many advantages, one of the most apparent being the absence of smoke, soot and dust. The normal power supply enables trains to take the various gradients in our mountainous country at much higher speed, and stops and departures are effected in an easy and smooth manner. The electrification naturally involved a tremendous outlay for the construction of power plants and equipment. Huge power-stations have been erected in Ritom, Amsteg, Barberine and Vernayaz. The turbine machinery at Ritom produces 60,000 H.P., the Amsteg station 75,000. The Barberine development above Martigny in the Vallais produces 65,000 H.P., and the Vernayaz station nearby, has an output of 77,000 H.P.

The electric locomotives have been constructed in about ten different types, of which the 3 more important are the heavy express passenger locomotive, the lighter type for the lower regions, and the heavy freight locomotive for the St. Gotthard line. The latter is a real mammoth type and is the strongest locomotive in the world. They cost 1 Mill. Frs., develop 8,500 H.P., and are able to carry trains of 1,500 tons. Each of these locomotives is 111.5 feet long, and is built in two symmetrical sections, with a "joint" in the middle. There it can be separated and each section is able to run by itself.

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Our late Consul, Mr. A. C. Blau, extends to all his friends and fellow-countrymen in New Zealand, greetings and best wishes for the coming New Year. He assures us that the time he spent in New Zealand was very happy indeed and still very much regrets that he was called away. Mr. Blau has been transferred from the Consular Service to the Political Department. His future movements are as yet uncertain.

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