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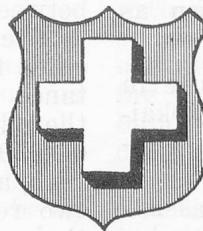
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# HELVETIA

MONTHLY  
PUBLICATION  
OF THE



SWISS BENEVOLENT  
SOCIETY IN  
NEW ZEALAND (INC.)

GROUP NEW ZEALAND OF THE NEW HELVETIC SOCIETY

19th YEAR.

MAY, 1955.

AUCKLAND.

## NEWS OF THE COLONY

### Swiss Club's Officers

The Taranaki Swiss Club had a well-attended annual meeting in the Mangatoki Hall at which progress made during the year was reviewed. Officers elected were: President, Mr. J. Steiner; vice-president, Mr. J. Kaiser; secretary, Mr. C. Chamberlain; committee, Messrs. D. Luond, A. Kalin, W. Fluhler, C. Wyss, M. Steiner, J. Fohn, D. Chamberlain, J. Dettling, Mesdames M. Steiner, J. Fohn, C. Schuler.

### Man of 99 Served in Franco-Prussian and Boer Wars

Few men, even at 99 years old, can crowd as much into life as Mr. Solomon ("Ted") Zinsli. Now living at West Beach, Waitara, he is fit enough and mentally so alert that he can look back on the many vivid patches of his passing parade.

He celebrated his 99th birthday on February 28. Born in Switzerland in 1856, Mr. Zinsli fought in the Franco-Prussian War in 1871-72 as a private in the 47th Prussian Infantry Division. After demobilisation he completed his apprenticeship as a cobbler. But the time he had spent in the army had created an urge in him to travel and as he spoke fluent German, he decided to try his fortunes in Germany.

After working at his trade there for two years he went to England, but because he had difficulty in picking up the English language, he decided to visit Austria, Sicily and Naples, where he worked for a short period as a contact and guide for a tourist agency.

At Naples he heard of the growing opportunities offering in Australia and New Zealand and he decided to come to New Zealand, arriving at Wellington on September 17, 1878.

Mr. Zinsli's first job in New Zealand was at Smith's nurseries at Manaia. He next worked as

a farm hand and then he decided to buy a farm. After working on a 112-acre farm with only 20 acres of the bush cleared and the rest in native bush, Mr. Zinsli took up bush contracting and the collection of grass seed and fungus.

In 1900-02 Mr. Zinsli served with the New Zealand forces in the South African War. His commanding officer was Captain H. Coutts, Ngaere.

After several years Mr. Zinsli decided to try carpentry. He moved to Eltham and became foreman carpenter to Mr. Blackhall and later to Mr. W. Page. Besides building numerous houses, Mr. Zinsli built the bacon factory, the Anglican Church, the courthouse, the swimming baths and a bridge at Eltham.

He set up in business on his own but this was not very successful and in 1911 he obtained a job with the Onehunga Boot Factory at Hawera. In 1921 Mr. Zinsli moved to Waitara where he worked at his trade until the slump of 1930-31.

Mr. Zinsli had a family of five boys and one girl. Three of his sons served in the 1914-18 war and another in the 1939-45 war.

Fire brigade work has been one of Mr. Zinsli's interests throughout his life. A brigadesman in Switzerland, Eltham and Hawera he still attends most demonstrations in Taranaki. Football has been another interest and he has also been a keen bandsman, playing in the Waitara band for nine years.

Initiated into the Buffalo Lodge in 1952, Mr. Zinsli has been a visiting member to all other lodges from Wanganui to Mokau.

Mr. Zinsli is very proud of the fact that he has never been to a hospital or a dentist and can still show a "fair mouth of teeth."

One look at Mr. Zinsli's garden with its vegetables and flowers would put many men half or quarter his age to shame. Mr. Zinsli still enjoys his daily walk to Waitara for his groceries and his pint of beer.

**Colourful Figure in South Taranaki Dies at Okaiawa. Mr. J. Freiman, well-known as drover.**

A former drover, and a well-known figure in many parts of Taranaki, Mr. Josef Freiman, Okaiawa, collapsed suddenly and died while haymaking at Inaha recently.

Mr. Freiman, who was 66 years old, was assisting on the farm of an old friend, Mr. C. J. Bourke, Ahipaipa Road. The haymaking crew had just begun its operations after lunch and had swept about a quarter of an acre, but had not begun to stack when, at about 1.30 p.m., Mr. Freiman collapsed, apparently suffering from a heart attack. He was attended by Dr. A. G. Buist at the scene.

Mr. Freiman was known in practically all parts of Taranaki when he was active as a drover. A familiar figure with large, white, bushy moustache and golden earrings, "Old Joe," as he was affectionately known, drove stock from many a sale to practically everywhere in the province at one time or another.

Born at Zug, Switzerland, he arrived in New Zealand in 1913 and first went to the Pihama-Oeo district to work on farms. He returned to Switzerland in 1921 and married Miss Marie Fleuher. He returned to New Zealand with his wife and settled first at Kaponga and then at Okaiawa. Mr. Freiman lived at Okaiawa for 30 years, but when his wife died in 1950 he returned to Switzerland for a short time. Since arriving back in Taranaki he had been in semi-retirement at his home at Okaiawa, where he had a small holding he farmed.

Not a man who took an active part in local body or social life, but one who preferred to stay in the background, Mr. Freiman was always prepared to go out and give farming acquaintances a helping hand when needed.

He is survived by three daughters, Mrs. S. R. Cook (May), Okaiawa, Mrs. De Castro (Lena), Dawson Falls, and Miss Freda Freiman, Okaiawa, and two sons, Messrs. Joseph Carl and Frederick Freiman, Okaiawa.

**NEWS FROM SWITZERLAND**

**The Helicopter Conquers the Alps**

The snowy vastness of the Alps was until recently the exclusive domain of the airplane. And yet, only experienced pilots like the ace Geiger would dare to land on the glaciers or the mountain tops. But the helicopter, whose power and flying performance improve daily, is tending to oust it. The month of February, 1955, was marked by a series of extraordinary performances on the part of Swiss helicopter pilots. At the beginning of the month, a Hiller type machine, piloted by S. Bauer, carried 90 passen-

gers and nearly seven tons of baggage and mail between Brigue and Zermatt, making 34 landings in five days. On February 15th, the same machine took only twelve minutes to cover the distance from Brigue to the Simplon Pass, where the pilot landed with his passenger at an altitude of 6590 feet. A few days later, on February 27th, a Bell machine piloted by L. Kunz deposited two reporters from the "Progres" of Lyons at the very doors of the famous Hospice on the Grand St. Bernard Pass, at a height of 8110 feet. But all records were shattered on March 3rd and 4th by a small French machine, a Djinn, piloted by Jean Daboz, who made numerous landings with passengers on the Jungfraujoch (11,350 feet), and then went and landed on the top of the Monch (13,469 feet). After these exploits, which are only just a beginning, it is obvious that the helicopter will have a great part to play in Alpine transport.

**Twenty-five Years of Occupational Therapy in Leysin**

The health resort of Leysin, in the Canton of Vaud, has just paid homage to one of the personalities who contributed the most to its renown: Professor Auguste Rollier, who, 25 years ago, founded the first international clinical factory in the world. This clinical factory is a real plant, with its machine-tools placed not only in the various workshops, but also in the rooms and wards where they can be fixed to the patient's bed, a patient suffering from tuberculosis who may be forced to remain in bed for weeks and months at a time. Although the clinic has changed hands since then, the principles of the anti-tubercular therapy put into practice by the famous doctor have remained in force.

**The Watch of the Future**

From times immemorial, watchmaking has exercised a great attraction on inventive minds, and as a result very evident progress has been achieved during these last few years. For instance, it has proved possible to perfect springs to such a degree that they are practically unbreakable. Nevertheless, there are some seekers who aspire towards still more sensational discoveries, and their idea is to suppress the traditional mechanism in order to replace it by another method of propulsion. Two Swiss factories have already obtained remarkable results by producing small clocks which are without any manual winding-up mechanism, but revolutionary innovations are found to be much more difficult to achieve in small calibre watchmaking.

Ever since the end of the war, Swiss and foreign laboratories have been striving to insert an electrical mechanism into a watch, and