

Zeitschrift: The Swiss observer : the journal of the Federation of Swiss Societies in the UK
Herausgeber: Federation of Swiss Societies in the United Kingdom
Band: - (1927)
Heft: 293

Rubrik: Notes and gleanings

Nutzungsbedingungen

Die ETH-Bibliothek ist die Anbieterin der digitalisierten Zeitschriften auf E-Periodica. Sie besitzt keine Urheberrechte an den Zeitschriften und ist nicht verantwortlich für deren Inhalte. Die Rechte liegen in der Regel bei den Herausgebern beziehungsweise den externen Rechteinhabern. Das Veröffentlichen von Bildern in Print- und Online-Publikationen sowie auf Social Media-Kanälen oder Webseiten ist nur mit vorheriger Genehmigung der Rechteinhaber erlaubt. [Mehr erfahren](#)

Conditions d'utilisation

L'ETH Library est le fournisseur des revues numérisées. Elle ne détient aucun droit d'auteur sur les revues et n'est pas responsable de leur contenu. En règle générale, les droits sont détenus par les éditeurs ou les détenteurs de droits externes. La reproduction d'images dans des publications imprimées ou en ligne ainsi que sur des canaux de médias sociaux ou des sites web n'est autorisée qu'avec l'accord préalable des détenteurs des droits. [En savoir plus](#)

Terms of use

The ETH Library is the provider of the digitised journals. It does not own any copyrights to the journals and is not responsible for their content. The rights usually lie with the publishers or the external rights holders. Publishing images in print and online publications, as well as on social media channels or websites, is only permitted with the prior consent of the rights holders. [Find out more](#)

Download PDF: 13.08.2025

ETH-Bibliothek Zürich, E-Periodica, <https://www.e-periodica.ch>

Telegrams : FREPRINCO, LONDON.

PRICE 3d.

Grave political considerations are thus involved. On the one hand there is a conflict of interests between France and Germany. It is true that Articles 358 and 359 of the Treaty of Versailles oblige France to compensate Germany by surrendering to her either half the power produced or half the profits realised, but conflict is caused by the contradictory character of the two schemes authorised by the Central Committee, it being the interest of Germany to

improve the navigation of the Rhine itself, which is incompatible with the construction of the canal.

On the other hand, there is strong opposition not only in Germany and Switzerland, but in the other countries interested in the navigation of the Rhine to the diversion of navigation for about 165 miles through French territory. One obvious and very grave objection is that a Customs barrier will presumably be set up on an international navigable route.

The Comité des Etudes pour l'Aménagement du Rhin in Paris, has proposed an alternative scheme, the authors of which are the Swiss engineer Höhn, of Zurich, and the Alsatian engineer Fischer, of Fröschwiller. They say that the scheme of the canal, although justified in 1902, has become out of date owing to the progress in the construction of turbines, which has greatly increased the output of waterfalls of moderate height. Their scheme is to produce force by dams on the Rhine itself at Istein, as has already been done on the Rhine above Basel, and also on the Danube. They claim that the practical advantages of their scheme are greatly superior to those of the canal, that it would give France more power (about one-third as much again) at two-thirds of the price, and various other technical advantages. It would prevent navigation from being diverted from the Rhine, and would involve only four locks between Basel and Strasbourg instead of eight.

The respective technical merits of the rival schemes are, of course, a question for experts, but there can be no doubt about the political advantages of a solution avoiding the necessity for a canal. The supporters of the alternative scheme allege that the French Government has persistently refused even to examine it, and suggest that the reasons for refusal have been political. MM. Poincaré and Tardieu, in particular, are said to be strongly opposed to the consideration of any alternative scheme to that of the Grand Canal.

Lieut. Mittelholzer's Flight.

Little notice has been taken in the English Press of Lieut. Mittelholzer's great flight: what makes his feat all the more admirable is that he lacked the funds, organisation and preparations which were at the disposal of previous aviators in similar undertakings. The following report was published in the African World (March 19th):—

Lieut. Walter Mittelholzer, the Swiss airman, completed his long flight from Switzerland to the Cape at 5.40 on Monday evening, when he made a perfect landing in Table Bay. He was welcomed by the Mayor of Cape Town, the Administrator, the Swiss Consul, and by a fleet of small sailing craft loaded with cheering enthusiasts.

Lieut. Mittelholzer does not intend to undertake the return journey by air. His machine will be dismantled in Cape Town and sent home by ship.

In the course of a short interview Lieut. Mittelholzer said that the trip from East London to Cape Town had occupied 6½ hours, and had been a very smooth run. The total flying time of the trip from Zurich to Cape Town had been a little under 100½ hours. The seaplane, the 'Switzerland,' had behaved well throughout. Mittelholzer's flying times for the trip were:

	h. m.
Zurich to Jinja	52.00
Jinja to Kisumu	1.30
Kisumu to Mwanza	3.00
Mwanza to Uvira	3.00
Uvira to Kivu	3.30
Kivu to Kasenga	4.20
Kasenga to Karonga	2.20
Karonga to Ft. Johnston	4.00
Ft. Johnston to Beira	5.05
Total flying time Zurich to Beira	78.05

From Beira to Cape Town via Lourenço Marques, Durban, East London, and Port Elizabeth, 21 hours 58 mins.

The seaplane is made entirely of steel and aluminium alloy, including the wing surfaces.

Its length is 40ft., span 60ft., and its normal load is 2,200lb., which it will carry at a speed of 114 m.p.h. It is the first example of the German thick wing section plane seen in Africa.

When a trans-African air service is established, Lieut. Mittelholzer, the Swiss airman, thinks it likely that it will be run with seaplanes. Lieut. Mittelholzer is to-day (Wednesday) dismantling and packing the seaplane in which he concluded the flight from Lake Zurich to Cape Town. The flight was arranged and carried through with only a fraction of the time and expense which was required for the ground organisation for Sir Alan Cobham's flight to the Cape. For previous flights to the Cape hundreds of Central African natives had to be employed to clear aerodromes. The ground organisation was more expensive than the actual flights.

"I have found all my landing grounds ready made," said Lieut. Mittelholzer. "There is water within sight of an airman right through the jungle areas of Africa."

EUROPEAN & GENERAL EXPRESS CO. LTD.

(Managing Director: E. Schneider-Hall)

The Oldest Swiss Forwarding Agency in England,
15, POLAND STREET, LONDON, W.1.

Forward through us to and from Switzerland your Household Furniture (in our own Lift Vans),
Luggage, Private Effects, Merchandise.

UMZÜGE — GEPÄCK holen wir überall ab.
Aufmerksame Bedienung. Mässige Preise.

DÉMÉNAGEMENTS — BAGGAGES enlevés et
expédiés partout Service attentionné.
Prix raisonnables.



Smoke as much as you will

since a pipe is indispensable to your good humour and cheers you as you work. Yet, with the evening comes a disagreeable after-taste which lasts till morning. There is, of course, no question of giving up smoking,

but be reasonable

You can put an end to this unpleasantness in a very simple way. A few of the pleasant little GABA TABLETS slowly dissolved in the mouth will immediately refresh and cleanse the palate and will take away all the reek of smoke and tobacco. GABA TABLETS neither injure the teeth nor disturb the stomach.

Gaba

A tin of Gaba costs 1/- and
contains more than 300 Tablets



British Distributors: Messrs. Francis Newbery & Sons Ltd.

51-53 Banner Street,

LONDON E. C. 1.

Retail at: Mr. L. R. Roos, 2, Charlotte Street, London, W. 1.

Messrs. Scott Warner & Co., 55, Fore Street, London E. C.

Mr. Crick, 29, Westcombe Hill, Westcombe Park, London W.

Messrs. Bass & Wilford, Chemists, Nottingham.

Mr. T. F. Starkey, 37, Beaconsfield Road, Leicester.

Mr. H. A. Martin, P. O. Pharmacy, Willow, Leicester.

"When you come to have an air service between Cape Town and Durban, I do believe it would be best to use seaplanes," said the Swiss airman. "I found landing places in the estuaries of rivers every hundred miles between Durban and Cape Town. There are more good places to be found by an airman with a seaplane than by a man 'on wheels' should a forced landing be necessary."

For some years past Lieut. Mittelholzer has piloted a daily air service between the big towns of Switzerland during the summer. In winter he makes long flights to other lands. He holds six aviation records, and has published four books on aeronautics as applied to geographical survey and photography. He has also published books on his North Polar and Persian expeditions. He is the director of the Ad Astra Aero Company. Two members of his expedition whom the Swiss airman, Mittelholzer, left behind, namely, Dr. Arnold Heim, Professor of Geology in the University of Zurich, and M. Rene Gouzy, a Geneva journalist, and an authority on aeronautics, will go to Johannesburg and Pretoria, where they hope to meet Dr. Arnold Theiler and to visit gold and platinum mines as well as the Zoological Gardens. They will then go to Cape Town, where they will join Lieut. Mittelholzer and Mr. Hartmann. The whole party will return to Europe by steamer.

They hope to recoup the cost of the expedition from the sale of a book which Dr. Heim

QUOTATIONS from the SWISS STOCK EXCHANGES.

BONDS.		Mar. 29		Apr. 5	
		£	Fr.	£	Fr.
Confederation 3% 1903	...	82.00	...	82.00	...
5% 1917, VIII Mob. Ln.	...	101.62	...	101.65	...
Federal Railways 3½% A-K	...	84.10	...	84.25	...
" " 1924 IV Elect. Ln.	...	101.67	...	101.50	...
SHARES.		Nom	Mar. 29	Apr. 5	
		Fr.	Fr.	Fr.	
Swiss Bank Corporation	...	500	762	764	
Crédit Suisse	...	500	800	799	
Union de Banques Suisses	...	500	685	690	
Société pour l'Industrie Chimique	1000	2595	2575	2575	
Fabrique Chimique ci-dev. Sandoz	1000	4225	4275	4275	
Soc. Ind. pour la Schappe	...	1000	2985	3050	
S.A. Brown Boveri	...	350	571	568	
C. F. Bally	...	1000	1270	1270	
Nestlé & Anglo-Swiss Cond. Mk. Co.	200	717	687	687	
Entreprises Sulzer S.A.	...	1000	1067	1070	
Comp. de Navig'n sur le Lac Léman	500	560	570	570	
Linoleum A.G. Giubiasco	...	100	102	105	
Maschinenfabrik Oerlikon	...	500	720	717	

MISCELLANEOUS ADVERTISEMENTS

Not exceeding 3 lines.—Per insertion, 2/6; three insertions 5/-
Postage extra on replies addressed *to Swiss Observer*

SWISS, experienced Mechanical and Electrical Engineer, seeks post of trust.—Leopold Schaer, 71, Gladstone Park Gardens, Cricklewood, London, N.W. 2.

WANTED, Cement Worker (Ticinese) for about one month.—Apply A. F. Suter, Lower Kingswood, Surrey.

AN ENGLISH FAMILY offer a good home to students or business people. Convenient for Swiss Mercantile School, fare 2d. by 'bus or tube. Single bed-sittingrooms from £2, double 35/- each. Near Warwick Avenue Tube, 6 or 18 'bus.—44, Sutherland Avenue, W.9. 'Phone: Maida Vale 2895.

