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phen angerichtet haben, und den Kantonen Waadt, Luzern und Freiburg für Hagelschaden. Die Beiträge, die den einzelnen Kantonen aus den öffentlichen Sammlungen direkt zugegangen sind, bleiben zu ihrer Berfüng und sollen zu eventueller Ausgleichung verwendet werden. Nach dem aufgestellten Plan werden einzig die 2,5 Millionen Fr. verteilt, über die der Fonds für nichtversicherbare Elementarschäden zu verfügen hat.

Aus dem dem Fonds für nichtversicherbare Elementarschäden zugeflossenen Sammelergebnis kommen 2,047,455 Fr. an die vom Unwetter heimgesuchten Kantone zur Verteilung. Nach der am Montag genehmigten Verteilung wird Luzern zu dem bereits bezogenen 276,205 Fr. noch 23,395 Fr. erhalten; Graubünden zu den bisherigen Fr. 120,000 noch 468,400 Franken; der Tessin zu den bisherigen 32,171 Fr. noch 335,729 Franken. Liechtenstein erhält zu den bereits bezogenen 35,000 Fr. noch 640,400 Franken. Bern erhält 20,000 Franken. Die Ansprüche verschiedener Kantone sind bereits befriedigt. —St. Galler Tagblatt.

Le chapeau de Gessler.—On se souvient de l'histoire du chapeau de la maison d'Autriche que Gessler avait fait placer sur un pieu à Altorf. Tous les Uransis durent, au 13e siècle, saluer cet emblème de la puissance autrichienne, maintenant déchu. Guillaume Tell refusa, et beaucoup d'autres avec lui, de se plier sous le joug. Il eut raison. C'est pour cela qu'il demeure le type de la fierté helvétique.

Joué, la direction de la police communale de Fribourg faisait planter, derrière la poste du Bourg, un pieu qui indiquait l'emplacement d'une nouvelle colonne d'affichage que l'on voudrait ériger au milieu de cette petite place pas plus grande qu'un mouchoir de poche. Sur ce poteau bien droit et trop fier, les habitants du quartier ont posé, hier matin, un chapeau noir, avec plumes de coq jaunes. Une affiche indique aux passants de s'arrêter, de se découvrir et de méditer un instant. Tout le monde fait une pause. Personne ne salue, cela va sans dire.

Chacun s'étonne, et à bon droit, que l'autorité communale autorise l'érection d'une colonne d'affichage à cet endroit. Ce n'est rien moins que ridicule, d'autant plus qu'à plusieurs reprises on a parlé de raser la verrière que forme la poste du Bourg, derrière l'église de St-Nicolas.

S'il vous plaît, armons-nous d'un peu de bon sens et laissons cette place pour les véhicules et pour la circulation.

La manifestation toute innocente des propriétaires du quartier est significative... Si l'on voulait contrecarrer l'opinion populaire, les affaires pourraient se gâter.

Allons, sans tarder, enlever ce poteau et que l'on n'en parle plus.

—Indépendant, Fribourg.

Das goldene Buch. Die beiden schweizerischen Motorradfahrer Corboud und Maret, welche am 15. Oktober dieses Jahres zu einer Weltreise durch die fünf Kontinente per Motorrad starten werden, werden ein "Goldenes Buch der Schweizer" mit sich führen. Dieser schwere Band wird zahlreiche, von den beiden Weltreisenden vor dem Start bei den schweizerischen Behörden und im Schweizervolk gesammelte Unterschriften und Adressen an unsere Mitgedenossen in den fünf Weltteilen enthalten. Die Schweizer im Ausland werden ihrerseits ihre Gefühle dem fernen Vaterland gegenüber in diesem Buche niederschreiben. Bundespräsident Schulthess sowie die Bundesräte Motta und Musy haben in unseren drei Landessprachen patriotische Zeilen in das goldene Buch eingetragen. Die beiden Motorradfahrer sind bereits mit dem goldenen Buch auf der Reise durch die 22 schweizerischen Kantone. —Luzerner Tagblatt.

NOTES AND GLEANINGS.

Engineering Successes.

The large contract secured by the Winterthur Locomotive Works for thirty-six engines for the South African Railways has scarcely been referred to in the English Press, but the *Daily Despatch* (July 5th) bemoans what it considers a *faux pas*; we can only admire the business acumen of those who acted on behalf of the Swiss firm and who were up against all the imperial influence.

A contract which is said to amount to £29,000 has been secured by a Manchester firm for the supply of two locomotives for the South African railways. That is good news, and it is a great pity that the pleasure it occasions in the minds of Englishmen should be modified by the announcement that a contract for 36 locomotives, costing £200,730, has been given to a Swiss firm. Unfortunately, we are beginning to expect that sort of thing in England. It is typical of what our legislators so euphemistically call "Imperial trade." The Mother Country, £29,000; the foreigner, £200,730. Some difference!

Not long ago we commented on the fact that the biggest paper-making concern in Finland had placed an order for £100,000 worth of paper-making machinery in Bury because "Great Britain is the principal buyer of Finnish paper, and it is considered only reasonable to give that country the preference in orders for machinery." Finland is not a part of the British Empire;

the Union of South Africa is. We therefore sought for an explanation for this overwhelming preference on the part of the South African railways for Swiss locomotives. Possibly they had decided to follow the example of Finland and buy from the people who buy from them. *We find that the value of goods exported from South Africa to Great Britain for the year ended Dec. 31, 1927, amounted to £48,394,157.* That is not a bad sum to take from the pockets of the people of this country. Switzerland would have to buy heavily from South Africa to account for the immense difference in the orders just placed for locomotives. *The value of goods exported from South Africa to Switzerland during the same period was £1,225.*

The people who put over £48,000,000 into the pockets of the South Africans are asked to supply two locomotives costing £29,000. The people who send the South Africans a beggarly thousand pounds are given orders for 36 locomotives costing £200,730. That is what is called inter-Empire relations. It is for that, apparently, that the British taxpayer spends £1,000,000 a year to tell himself to buy Empire goods, including South African oranges and lemons. It is for that, apparently, that British Cabinet Ministers stomp the country imploring us to smoke Rhodesian tobacco. We notice that in his latest utterance Mr. Amery would have us look to the United States as a shining example of co-operation which the British Empire would do well to follow. It is good that the Secretary for the Dominions now sees eye to eye with us in this respect. We have long pointed out that there is not one little tariff barrier between any of the States of the Union, whereas nearly every British Dominion has run up tariff barriers against the goods of England.

The Liechtenstein Experiment.

The arrangements in connection with the working parties have been severely criticised in a few of the English papers; some of the English undergraduates who took part in this relief work evidently anticipated being in for a boisterous holiday. Several participants have given their own version, and the following is taken from a batch of letters which appeared in the *Observer* (July 18th).

"Mr. Speaight's letter in your last issue regarding the relief work in Liechtenstein contained many ill-founded statements which need correcting. I, too, volunteered for the work, and apparently my experiences from April 2nd to April 24th were very different from his. I will deal with his statements one by one.

He refers to the Socialist character of the organisation, and says he was led to believe that volunteers would be drawn solely from Universities. I cannot understand how he got this impression, since it is clearly contradicted in the wording of the appeal sent to British Universities. The title was, "An Appeal for Active Help from All Men of Goodwill." Later on the appeal stated that the enterprise represented willingness "to co-operate with people of all views, classes and nations."

I was not aware of the presence of any Communists in the party or Swiss political agitators. There were certainly a number of Pacifists present and possibly a few Socialists, but the variety of people met with made the enterprise more than worth while.

It is unfortunate that Mr. Speaight's travelling arrangements were not better made. I myself found all the arrangements excellent, and had no trouble whatsoever. At Basle I was handed my ticket through Switzerland to Liechtenstein, and before I left Liechtenstein I was given my return ticket to Basle.

We cleaned out our sleeping quarters every Saturday afternoon, and if Mr. Speaight expected someone to clean his for him I am of the opinion that he should never have volunteered. I admit that the sanitary quarters were bad, but the sleeping accommodation was good, and to say that it was infested with vermin is outrageous. The Swiss Government provided us each with a palliase and three blankets, besides supplying us with old Army suits in which to work.

The food was certainly plain, but at the same time ample. It is true that we were not given butter or margarine during our stay, but there was an abundance of milk food. Some of the dishes were strange to Englishmen, as we expected them to be, but none was inedible. The people of Liechtenstein do not eat much meat, and therefore we could not expect it. We were, however, given green vegetables and vegetable broth almost daily. I cannot understand Mr. Speaight's complaint that the officials were disrespectful and insolent. The Swiss Colonel in charge was an exceedingly jovial fellow, and never disrespectful in any way.

It is an exaggeration to say that we worked nine and a half hours a day, as work rarely began at the appointed time owing to the Colonel's fondness for making speeches. Mr. Speaight says we often had to work for hours on end under a blazing sun. He does not mention that herb tea and bread were provided in the middle of the morning and in the afternoon. Many English

Undergraduates so enjoyed the blazing sun that they stripped to the waist daily to take sun baths.

Whatever the hours were, I regret to say that there was a serious amount of slacking, and if necessary I am prepared to furnish Mr. Speaight with particulars of the quarter in which it was most prominent. Some of the Englishmen gained for themselves a reputation as poor workers, and it was owing to this fact that an Englishman told the officials that more supervision of the work was necessary if it was to be carried through efficiently."

Women Conquer the Alps.

Under this title the *Morning Post* (July 11th) reminds us of the contribution of the fair sex towards conquering the Alps.

"The modern cult of mountains is comparatively recent in origin. Even in Dr. Johnson's time, the Scottish hills were looked upon with feelings of indifference or abhorrence. At best they were inconvenient, barren obstacles to travel. Nearer our time, a friend of Wordsworth's was so impressed by his own daring in ascending Helvellyn—a grassy three thousand feet hillcock—that he required to be let blood twice during the expedition as a precaution against excitement!

But a change has come. Now not only men but women, too, of all ages and nationalities are enthusiastic Alpinists. Especially among Englishwomen the sport is becoming increasingly popular, and for those who are strong, with good balance and power of endurance, it is ideal.

Of course, exceptional women, from the earliest days—about the middle of the 18th century, when a few wandering eccentrics and curious naturalists were discovering Mont Blanc and the Bernese Oberland—were members of parties who climbed the great Alpine peaks.

Only twenty years after the first ascent of Mont Blanc, Marie Paradis was taken to the top of the mountain. I have to say "taken" because she was more or less hauled up to the top—but then, on the other hand, how many men amateurs who preceded her were not treated by the hardy lake peasants in the same way? Did not the immortal De Saussure himself require the assistance of countless guides?

But Marie's performance was admittedly a financial deal so I will not dwell on it. Henrietta D'Angeville, having made her will (but they all did that in those days) went up Mont Blanc in 1838. She was a genuine pioneer—for she climbed in knickerbockers. Her good sense was shown in her entire outfit, since unlike Captain Beaufoy, who climbed in what was practically a suit of pyjamas, she had sufficient appreciation of the sort of rude climate she was going to meet in the higher altitude to go thoroughly well equipped.

She therefore donned the following warm and comprehensive kit. Lots of red flannel underclothes, heavy woollen stockings over silk ones, Scotch tweed knickers lined with more flannel, a thick woollen blouse reinforced with plaits on the back and chest, fur-lined gloves and bonnet, also a straw hat. This was sufficient for

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the arctic conditions she expected to encounter on the snow-covered summit and in reserve were a velvet mask to protect the skin of her face, and a plaid and a fur-lined pelisse.

Mlle. D'Angeville was a true mountaineer, for she climbed the Oldenhorn when she was 69 years of age. In the early days even Royalty seems to have been attracted by climbing. How many people know that the Empress Josephine, with the aid, it is true, of 68 guides, went up to the Montanvert?

By the later 'sixties, mountaineers were conservative and seemed to think it impossible to climb without guides. Yet it was in that decade that the first really great feat of climbing by women was performed. This was the first descent of the Sesia Joch in 1869 by the Misses Pigeon. This expedition, down the appalling south-east precipices of Monte Rosa, is all the more wonderful, as one of the ladies came down as "last man" on account of the incompetence of the porter, a fine feat at any time, but all the more remarkable in view of their voluminous skirts and the superstitions of those days.

During that period, too, in 1867, the guide Carrel's daughter got within 350 feet of the top of the Matterhorn—but these were exceptional women. It was not until the 'nineties that such pioneers as Mrs. Aubrey Le Blond, Miss Katherine Richardson, Miss Myer, and Miss Gertrude Bell demonstrated their taste for exploration and their ability to take a share of the fascinating technicalities of mountaineering.

To-day there are few great climbs which have not been made by women, and quite recently a few feminine experts have been leading guideless parties with steadiness and success. As a rule, the best training ground is on British rock climbs, followed by a period of initiation into ice and snowcraft with one of the famous Alpine guides. Only by practice, experience and observation does the power come to lead with judgment and safety.

The English and Foreign Languages.

The following two cuttings offer amusing reading. The first is from the *Daily Mirror* (July 10th) and the writer can obviously do with a good deal more leisurely travelling before he finds out the truth.

"Having just made a somewhat leisurely tour through Holland and Germany into Switzerland I am convinced that the popular assumption in England, that foreigners are better linguists than we are, is really an illusion.

It is true that foreign waiters mostly (but by no means always) possess a smattering of English. It is part of their business as waiters. But all other sections of the community are certainly no better linguists than we British."

The other is taken from the *Electrical Times* (July 5th) and few will dispute these statements. Our experience is to the effect that foreign languages are still at a discount in this country, which discourages a young man in making efforts to obtain a position abroad in order to improve his school knowledge of a particular language.

"We were commenting a little while ago upon the fact that the prospect for young technical men in electric power stations is not opening out, it is contracting. Unfortunately, this remark applies to one or two other important branches of the electrical industry. On the other hand, young men must live somehow, to live they must earn money, and the training colleges are sending forth many hundreds of them every year. Where are they all to go? Undoubtedly the path of least resistance is that which leads abroad. But here a new obstacle presents itself, an obstacle peculiar to Englishmen and Americans. For some curious reason or other they show immense reluctance to the acquirement of foreign languages. The German, the Belgian, the Dutchman, the Swiss and the Swede take up English as a matter of course and a large number of engineers of those nations are fluent speakers of English and French. They frequently speak Spanish and Portuguese also. The attitude of English students towards modern languages is most disheartening. Germany is not an important buyer of British plant, but Spanish and Portuguese, which are spoken by nearly 100 million people, largely correspond to the best neutral markets of the world, and one seldom hears of them receiving any attention at all. They probably represent more business than any tongue except our own."

A Stereoscopic Film.

From the *Daily News* (July 9th):—

"Another picture novelty, as striking in its way as the synchronisation of sound, is to be demonstrated in London in the near future.

Stereoscopic films, in which the figures stand out definitely in their full shapes, and the scenery has the apparent depth of the real thing, have so far disclosed little progress as a practical proposition for the screen since a series of short experimental pictures were seen at the Scala Theatre years ago. One looked at the screen through gauze, and the figures had a queer air of ghostliness.

Work has been proceeding steadily, however, and the Tiffany Stahl company is now pre-

paring to show some of the results of its enterprise with a Swiss invention.

"For the moment," Mr. C. F. Bernhart, who represents the company in London, told me, "I don't want to give details, but I think the films to be shown will indicate striking progress. They are not 'educational' subjects, but stories, and include full-length pictures."

If stereoscopic films really have reached the general exhibition stage, they offer an obvious opportunity to enhance the fascinations of the talking film."

VOICI L'ÉTÉ!

Savez-vous que nous étouffons...mais littéralement! et si vos journaux relèvent d'ici de là les cas d'insolation continueurs sur le bitume lourd d'odeurs de la chaussée londonienne, il en est pour de même dans nos grandes villes.

Zürich, cette semaine, a vu deux cas mortels: il en a été de même à Berne. Aussi, selon la louable coutume chère à tous ceux qui peuvent se le permettre, nos familles ont-elles pris le chemin des montagnes, ou tout au moins des campagnes verdoyantes.

C'est à Zermatt, dans l'Oberland bernois, sur les versants du Jura, le long du Rhin comme de nos lacs un afflux sans cesse renouvelé non pas d'étrangers, mais bien de Suisses en quête d'ombre et de fraîcheur.

Et de suite s'ouvre la chronique terrifiante des accidents de montagne. Vous savez comme moi que lorsque l'été est sec, le Cervin qui, malgré ses airs alpiers, est une montagne en somme à la portée de tout bon alpiniste, devient un véritable danger. La chaleur crée des éboulements de plus en plus rapprochés et la chute des pierres se fait précisément sur le tracé des caravanes. Aussi ne serez-vous pas surpris si je vous annonce pour cette première semaine déjà trois accidents, dont deux mortels. Mais le drame affreux s'est passé non loin de là, au Breithorn.

Une caravane de quatre alpinistes français renommés, qui voulaient franchir l'arête Triftje, ont lutté pendant 15 heures sans parvenir à leur but, vu les conditions défavorables de la neige, du vent et de la température. Il est à supposer que soudain, après 7 heures de travail presque sur place le touriste de tête a été emporté sur le versant en verglas: que celui qui le suivait, ainsi que le troisième alpiniste, n'ont pu résister à la brusque détente de la corde et que le quatrième a soutenu pendant plus d'une demi-heure ses compagnons suspendus dans le vide. Puis, l'effort devenant surhumain, il a été emporté à son tour...

Si l'on peut, à l'heure actuelle, donner des détails aussi exacts, c'est tout simplement parce que le drame a été entièrement suivi au télescope par des touristes réunis au Gornergrat. Ils ont vu la chute fatale, ils ont vu les traces de sang sur les rochers abruptes et ils ont pu, par des indications précises, guider les caravanes de secours. Inutile de vous dire que Zermatt est dans le plus profond des émois...

Et pour ne pas vous laisser sur une impression aussi déplorable, reprenons la vallée du Rhône et arrêtons-nous à Lausanne, qui est devenue le centre musical du pays. En effet, il vient de s'y célébrer, pendant dix jours, la 24^{me} Fête fédérale de Chant.

Vous savez combien nos amis suisses-allemands sont particulièrement friands de ces démonstrations vocales. Aussi, sections après sections, catégories par catégories ont-elles défilé dans le vaste hall de Beaulieu, transformé pour la circonstance en salle d'audition et ont-elles toutes fait preuve de progrès de plus encourageants.

D'admirables et poignantes—le mot n'est pas exagéré—manifestations patriotiques avaient lieu chaque dimanche, sur la place, après des cultes qui soulèverent les foules.

Mais je veux attirer tout spécialement votre attention sur le Festspiel créé à l'occasion de la Fête fédérale par Jaques-Dalroze. Jaques-Dalroze, vous le savez comme moi, c'est le chantre romand, le vrai Barde de notre terre si particulière!

Jaques eut d'abord l'intention d'écrire une oeuvre nouvelle qui retracerait, à travers les âges, les différentes époques de l'ensemble musical. Mais le comité d'organisation a préféré que l'auteur se contente de réunir en un tout les plus belles pages de ses compositions. Et puissant au Premier Festival Vaudois comme à la Fête de la Jeunesse et de la Joie, comme en ses autres oeuvres, il a produit un tout intitulé "Notre Pays" où chacun a retrouvé les airs les plus chers comme les plus connus.

Certains critiques ont fait précisément grief à notre grand compositeur de cet amalgame. Pour ceux qui, comme nous, avons assisté à la répétition générale, puis à un des derniers spectacles, nous devons dire qu'autant la première manquait d'ensemble, autant une vie intense, animait la dernière, et faisait de cette oeuvre aux éléments divers un tout non seulement harmonieux, mais parfaitement uni.

Inutile de vous assurer que les danses des enfants comme le défilé des corporations, ont obtenu un succès étourdissant. Il y avait chaque soir de spectacle plus de 6,000 personnes pour assister à ces représentations, qui déferlent l'enthousiasme et par leur émouvante simplicité portaient en elles mêmes la marque de la patrie bien-aimée. Erik.

EIDGENÖSSISCHE GLOSSEN.

Warum keine Betonstrassen?

Im Jahre 1925 gab es in den Vereinigten Staaten rund 95,000 Kilometer Betonstrassen. Dieses Strassennetz nahm im Jahre 1926 um 16,700, im Jahre 1927 um 17,500 Kilometer zu. Heute beträgt die Zahl der amerikanischen Betonstrassenkilometer mehr als 130,000. Man begann 1892 mit einem schmalen Streifen von 200 Fuss Länge in Bellefontaine. Trotz seines Alters von 36 Jahren versieht er immer noch seinen Dienst. Am 6. August 1927 wurde die "Concrete Highway, Number 1" (Betonstaatsstrasse Nr. 1) eröffnet. Diese Verkehrsübergabe einer Strasse von 217 Kilometer Länge wurde als ein historischer Augenblick von grösster Bedeutung gefeiert. Man verglich die Fertigstellung dieser Verbindung der drei Hauptstädte Minnesotas mit der Eröffnung der ersten Eisenbahn im Gebiet der grossen Seen. Dabei übertrifft diese längste Betonstrasse die bisher längste nur um eine halbe Meile, denn die Strasse von Olympia im Staate Washington nach Vancouver misst 135 Meilen (216,2 Kilometer). Derlei Mitteilungen liest man in der Zeitung, sowie in der bekannten deutschen Monatsschrift "Die Betonstrasse." Man hört auch von den italienischen Autostrassen aus Beton, und unwillkürlich fragt man sich: Warum bauen wir den in der Schweiz keine Betonstrassen? Am entsprechenden Rohstoff fehlt es ja nicht. Und über die Bedeutung der Strassen ist man sich nachgerade im Klaren.

Wir haben in der Tat ein Betonstrassennetz—von 3,5 Kilometer Länge! Unser längstes Stück misst 1,5 Kilometer. Es ist die eben fertig gewordene "Route de Chêne" in Genf. Doch ausser Automobilzeitungen hat sich bis jetzt niemand um diese Betonstrassenstücke gekümmert. Als Regierungsrat Walter im Januar einem demokratischen Pressevertreter Auskunft gab über das grosszügige Zürcher Strassenbauprogramm, war bloss die Rede von Inneerung, Teermarkadam und Plästerung. Kein Wort von der Verwendungsmöglichkeit des Betons. Als im Urner Landrat im Dezember des letzten Jahres von den Strassen gesprochen wurde, verwies man auf ein Urteil des Luzerner Kantonsingenieurs, dass Plästerung der beste und billigste Strassenunterhalt sei. Unterscheiden sich die schweizerischen Verhältnisse in ausschlaggebender Weise von den amerikanischen oder begehnen die Amerikaner mit ihrer Uebertragung des Betonstrassenbaues einen Fehler, den man ihrem technischen Können und ihrem ökonomischen Sinn nicht recht zutrauen mag?

Ein bescheidenes Urteil können wir uns schon heute bilden. Vor einem Jahre ist das Betonstrassenstück Brugg (Eisenbahnübergang)—Schinznach Bad erstellt worden. Es hat einen Winter hinter sich, der an einigen Tagen eine ungewöhnlich starke Kälte brachte. Wie hat dieses Versuchsstück den Winter ausgehalten? Der Augenschein spricht zugunsten des Betons. Es ist nicht der kleinste Haarriss zu konstatieren, auch nicht in der Umgebung der eingebauten Schächte. Gewisse kleine technische Mängel (Unebenheiten, Tropflöcher) gehen deutlich auf die Herstellung zurück. Der einzige empfindliche Punkt ist vorläufig noch die mit Asphaltoid gefüllte Fuge. (Die Strasse ist der Ausdehnungsbewegung wegen in zehn Meter lange Tafeln aufgeteilt). Man findet da und dort eine leichte Zerstörung der Stosskante oder ein Aufquellen des Asphaltoides. Das ist der einzige Fehler, den man entdecken kann. Zum Fahren ist die Strecke prächtig, umso überzeugender, da das folgende Strassenstück Richtung Wildegg ungefähr das Schlechteste ist, was man sich heute unter dem Begriff Strasse vorstellen kann.

Ingenieur Nörbel, der dem ständigen Studienbureau der Betonstrassenkommission der E. G. Portland in Holderbank versteht, unterrichtet mich über das Technische: Der Betonstrassenbau erfordert äusserste Sorgfalt. (Bezeichnend ist die vom 30. Juni datierte Tabelle mit den Ausführungsmängeln: Oberbeton zu trocken; zu spät abgedeckt; Oberbeton etwas zu nass usw.) Das Personal muss besonders geschult und auf die Strassenbaumaschine (The Lakewood Road Finisher) eingeübt werden. Bis jetzt hat man an den verschiedenen Stellen auch mit verschiedenen Unternehmern und verschiedenen Arbeitern zu tun gehabt. Dabei ist es dennoch gelungen, die Kosten herunterzubringen.

Die Automobilisten loben die Betonstrasse, weil sie nie eine gefährliche Glätte erreicht und in der Nacht sicher führt. Die Kavallerie hat sich über diese Strassenbauart sehr günstig ausgesprochen: Der Bericht einer Rekrutenschule meldet, dass man hier auch dann noch das Gefühl der Sicherheit gehabt habe, wenn man auf der nassen Strasse direkt aus dem Trab zum Halten parierte. Man habe deshalb den Eindruck gewonnen, dass den Reitern die Betonstrasse die angenehmste aller modernen Strassen werden könnte.

Die Abnutzung wird auf einen halben bis einen Millimeter pro Jahr berechnet. Ein Gutachten von Stadttingenieur Keller (Baden) sagt, dass bei einer Lebensdauer von 25 bis 30 Jahren die Betonstrasse in bezug auf Wirtschaftlichkeit an erster Stelle stehe. Unsere älteste Betonstrasse in Rorschach (1909) beweist, dass eine gute Anlage diese Lebensdauer erreichen kann.