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HOME NEWS

ZURICH.

Im Uhrengeschäft Beyer im Orell Füsslihof an der Bahnhofstrasse ist eine Scheibe mit einem schweren, in ein Papier eingewickelten Stein, eingeschlagen und ein Teil der wertvollen Schaufensterauslage geraubt worden. *St.G.*

* * *

Der 74 jährige Landwirt Alber Keller in Pfungen verunglückte vor einiger Zeit beim Laden eines Fuders Heu, indem er durch das plötzliche Anziehen der Pferde das Gleichgewicht verlor und vom Wagen fiel. Er erlitt schwere Verletzungen, denen er nunmehr erlegen ist. *N.*

* * *

Am 9. Juli fuhren einige Velofahrer auf der Wehntalerstrasse von Oerlikon gegen Neu-Affoltern. Als ihnen ein Personenaufomobil vorführte sich der 16 jährige Vittorio Bortoluzzo von der Gruppe los und hinter dem Automobil herzufahren. Bei der Strassenkreuzung beim "Hirschen" bog das Auto rechts ab, im selben Moment kam von der entgegengesetzten Seite ein Lieferwagen, mit dem Bortoluzzo zusammenstossen und sofort getötet wurde.

* * *

Am 10. Juli ereignete sich an der Forchstrasse in Zurich ein tödlicher Unfall. Der 14. jährige Victor Baumann, Sohn des Kohlenhändlers Baumann in Zollikon, fuhr auf seinem Velo die Forchstrasse abwärts und wollte einem schweren Lastauto vorfahren. Auf der Höhe des Führersitzes kam der Knabe ins Schwanken—vermutlich geriet er mit dem Velo in die Tramschienen—and stürzte. Trotzdem der Chauffeur sofort stoppte, kam Baumann unter das Hinterrad des Autos zu liegen und wurde sofort getötet. *St.G.*

BERN.

In der Sägerei in Gunten kam der achtjährige Knabe Hans Tschan aus Merligen in eine Transmission und wurde so schrecklich zugerichtet, dass er auf dem Transport ins Spital starb. *St.G.*

* * *

Am 9. Juli ist auf einer Tour nach Saxeten die 38 jährige Mrs. Furniss aus England, Kurgast im Hotel "Jungfrau" in Wilderswil an einer Fluh 150 Meter zu Tode gestürzt. Ihre Leiche konnte am Abend geborgen werden. Eine Rettungskolonne aus Gsteigwiler rettete ihre beiden Gefährten, ebenfalls Engländerinnen, aus gefährlicher Lage. Alle drei hatten sich versiegeln und konnten weder vorwärts noch rückwärts. *St.G.*

BASEL.

In der Nähe der Radrennbahn Muttenz ereignete sich ein schwerer Zusammenstoß zwischen einem grossen Personen- und einem leichten Lieferwagen. Der offene Siebenplätzler kam in offenbar sehr raschem Tempo auf der breiten Landstrasse von Basel her. Das mit Eiern beladene Lieferwagen wollte, von einer Seitenstrasse rechts kommend, die Hauptstrasse kreuzen. Es kam wie es kommen musste. Beide Autos konnten nicht mehr rechtzeitig stoppen und rannten mit unheimlicher Wucht aufeinander. Sehr schlamm erging es dem Lieferwagen, dem der Sportwagen direkt in die linke Flanke fuhr. Der leichte Lastwagen wurde auf die linke Seite geschleudert und um seine eigene Achse gedreht,—woraus man auf das Tempo des Personenautos Rückschlüsse ziehen kann. Den ungezählten Autos, die die Stelle in langsamem Tempo passieren müssen (ein mächtiger Eiderätsch kennzeichnet die Strassenkreuzung) mag der Zusammenstoß als eindrückliches Warnungszeichen dienen. Eine polizeiliche Untersuchung wird die Schuldfrage abklären. Wie später vernommen wurde wollte das Personenauto in jener Kreuzung einem Lastauto vorfahren. *N.*

ST. GALLEN.

Am 10. August veranstaltete der Gemein-nützige- und Verkehrsverein Rorschach das traditionsgemäss Seenachtsfest, das sich in der Ostschweiz und den angrenzenden Ländern grosser Beliebtheit erfreut. Diesmal weichen die Veranstalter des Seenachtsfests insofern von der bisher geübten Praxis ab, als der Verein von der Vorführung eigener Sujets Umgang nimmt dafür

aber ein am Bodensee in solchem Umfang noch nie gesehenes Feuerwerk mit pyrotechnisch neuesten Licht- und Farbeneffekten vorführen wird. *St.G.*

AARAU.

In Bettwil stürzte der 64-jährige Landwirt Joseph Moos von einer Leiter und zug sich dabei schwere Verletzungen zu, denen er nach einigen Tagen erlag.

UN TROUPEAU DE MOUTONS DANS UN PRECIPICE.

De Poschiavo, le 7 juillet :

Un troupeau de 170 moutons que l'on conduisait de l'arête de Sena dans le val Campo a fait une chute au bas des rochers. Tous les animaux se sont écrasés sur le sol. Les dommages infligés aux propriétaires, pour la plupart très pauvres, atteignent au moins 10,000 francs.

GENEVE.

Monsieur A. Dunant, ancien président du Conseil d'Etat de Genève vient de mourir dans sa 87e année. C'est une personnalité en vue qui disparaît et les Genvois n'oublieront pas de longtemps ce vieillard alerte qu'on rencontrait entre sa demeure patriarcale du Grand-Mézel, la Société de Lecture, où se rendait à une séance de sa chère Société de Zofingen, dont il fut le Président et le président central des vieux pendant un quart de siècle, le cercle démocratique, où il assistait régulièrement aux réunions électORALES, ou à quelques-unes de ces nombreux comités où se déplaçait son besoin d'être encore utile aux autres et à son pays, ce vieillard bienveillant à tous les jeunes, dont on aimait à recueillir les encouragements, les avis ou les souvenirs.

SOCIETE DES ECRIVAINS SUISSES.

Le Conseil Fédéral est en train de considérer une augmentation de la subvention fédérale à la Société des Ecrivains Suisses. Il est fait observer que cette société reçoit actuellement de la Confédération Frs. 3,000 par an seulement alors qu'il est attribué au Beaux Arts 120,000-fr. aux Arts Décoratifs 4,000-fr. et à la musique Frs. 37,000. Les écrivains suisses suggèrent une somme de Frs. 30,000 qui ne semble pas exagérée si l'on considère que la Norvège attribue dans ce but Frs. 32,000 et le Danemark Frs. 138,000.

LES ZONES FRANCHES A LA COUR DE LA HAYE.

La question des zones est en pleine discussion. La thèse française est présentée par le grand avocat M. Paul-Boncour qui a fait un plaidoyer remarquablement habile. Le point de vue suisse est tenu par M. Logoz et il est à espérer qu'on trouvera enfin une solution satisfaisante aux deux parties de cette affaire qui est d'une telle importance pour Genève et qui a déjà fait couler tant d'encre.

NEUCHATEL.

Depuis quelque temps il est question de créer une plage à Neuchâtel qui possède déjà six établissements de bains. La difficulté toutefois, est que Neuchâtel ne possède pas de rive en pente douce, de sorte que pour avoir une plage digne de ce nom, il faudrait se livrer à des travaux extrêmement coûteux. Certains intérêts n'en voient, toutefois, pas la nécessité, étant donné que grand nombre de Neuchâtelois des Montagnes et confédérés de Berne font usage de la plage naturelle de la Tène à l'entrée du canal de la Thielle. Cette plage est devenue le rendez-vous de milliers de baigneurs. Elle possède aujourd'hui des installations spacieuses et hygiéniques et devient de plus en plus en vogue.

NOTES AND GLEANINGS.

By KYBURG.

United States of Europe.

Some of my readers may remember my views upon this subject expressed years ago in these columns and they will forgive me for expressing pleasure over the fact that the U.S.E. idea has been talked about lately in several places of high politics in this country. Now we have H. G. Wells, the famous author, advocating universal brotherhood and abandonment of narrow patriotism. Quite rightly he states that patriotism as we have so often seen it, must inevitably lead to war.

I don't think mankind is ripe for universal brotherhood yet. Evolution is slow and goes on step by step. And therefore, I think the next logical step will be the federation of the various nations of Europe. That may come in our lifetime and everybody who wants to get rid of war, ought to think about it and work for it.

How to merge our national patriotism into the greater European patriotism, might well form the subject of a very interesting 1st of August speech!

A Traveller of 1520.

"The Observer," 7th July, 1929.

The Swiss Bibliophil Society has published Heinrich Wölffli's diary kept during his pilgrimage to Jerusalem in 1520-21, a book of great interest to historians and archeologists. Wölffli was the teacher of the Swiss reformer, Ulrich Zwingli, and the book gains additional interest from the fact that this year sees the 400th anniversary of the Reformation in Zurich, Berne, Bale, and other Swiss towns.

Wölffli was a great scholar, and so fanatically devoted to travelling that he spent his whole considerable fortune on it. A man of fifty, he started on his pilgrimage on April 20, 1520, and returned after 379 days, having spent £400. On his way over the Gothard Pass and through Lombardy to Venice he visited all the holy places, but he gives ample vent to his indignation about the shameless money-making that he observed. In this respect he was able to communicate first-hand experience to his pupil.

Further on he is in constant fear of the terrible Turks and the greedy sailors, but eventually arrives in Palestine and there visits all the places connected with the Gospel tradition. The original of his diary, which was written in Latin, is lost, and the text printed is a German translation made by Johannes Haller, a grandson of the reformer of Berne.

Travellers of 1929.

"Motor," 2nd July, 1929.

As usual, the Klausen Pass hill-climb is attracting a good deal of attention on the Continent and several famous drivers are down to compete on really fast cars. The course is exceptionally long, measuring as it does, 15 miles and rising from 2,000-ft. at Linthal to 6,500-ft. at the summit of the Klausen Pass. The average gradient is 1 in 15½ and the steepest part is 1 in 10½. As with most mountain roads, the course twists and turns in the most abandoned manner, so that a high degree of skill is necessary to get up in anything like decent time. A correspondent tells me that on some parts of the course the road is a mere gallery cut in the mountain side, with a sheer drop of several thousand feet on the off side. From the summit the cars can be watched for practically the entire distance of the climb. The Klausen hill-climb takes place on August 17th and 18th and is organised by the Swiss Automobile Club.

Some of us are not quite sure whether motor-racing over one of our most beautiful Alpine Passes is in tune with the grandeur of the scenery and the modest feelings evoked by that grandeur in most appreciative hearts. But, perhaps the skill and daring exhibited by those motorists also is worthy of appreciation and also evokes feelings of grandeur when we think of the triumph of the human mind and body over terrible difficulties and risks. And modesty is also evoked in minor motorists who look on and wonder!

But, your true lover of the Alps conquers them on foot and I doubt whether there is any experience more worth having than that feeling of conquest when, at long last, the weary climber finds himself looking around him from the summit of a mountain. I should not be surprised if the recent political peace concluded between the Vatican and Italy was not a source of double pleasure to His Holiness the Pope on account of this Peace now enabling him once again to visit his beloved Alps. Says the *Shields Daily News*, 1st July:

The Pope's forthcoming visit to Switzerland and the news that the famous Swiss Guard of the Vatican is to be increased by fifty members, focusses attention upon the Lotsental, that remote hidden valley of the Bernese Oberland from whose sturdy inhabitants the Guard is largely recruited. It is well-known, of course, that the Pope has always been a keen Alpinist himself. In his younger days, as a priest, he scaled some of the most formidable peaks of the Alps.

For centuries the men of the Lotsental have been renowned as exceptionally fine soldiers, the terrain being noted for its extraordinarily healthy mountain air. Descendants, it is said, of lost legionaries from Caesar's crossing

of the Alps, a sense of military pageant seems inherent in them. This can be seen in the arrangements of the Corpus Christi and other religious processions of the valley. Organised wholly by the peasant villagers these processions are carried out with a discipline and correct stage-management from which many a film producer or pageant-master might learn a lot.

The Heat Wave.

My recent remark re the emptiness of my wine-cellars not having touched any of my Scotch, pardon, Swiss compatriots, I am naturally labouring under great difficulties during this very thirsty weather, although, happily, the old Swiss way of thirst quenching by sucking a piece of straw, is always at my service. However, that reminds me of another old Swiss way, or one might almost say Scotch way of doing things cheaply.

Sleep and Food.

Sidmouth Observer, 3rd July.

The Swiss have a proverb, *Qui dort dîne, il dort qui mange*. "He who sleeps dines." Like all the old proverbs, this one, when truly interpreted, is borne out by facts. To sleep is to require but little food, because the muscles of the body are then at rest, and there is no waste of the tissues; consequently no food is required to replace loss by voluntary work. This principle should more particularly be impressed on nurses attending invalids, because to force food into the stomach of an invalid, who, though not actually asleep, may be at rest, is very injudicious. During the time a person has to lie in bed, the food given should be of the lightest kind, and most easy of digestion. During life there is at all times going on in the body a certain amount of work. The heart and the lungs are always active, and food is required to replace their waste. When a person is sleeping, the heart and lungs require but little food to keep them at work; but when in a state of activity, the case is reversed. As a rule, invalids are overfed. During illness, a person loses his natural appetite, and is too often led, by good-natured people, to take food against his inclination.

I thought the above remarks particularly appropriate also for the hot weather during which we ought to eat as if we were invalids.

But now, let us have a jolly good account of a trip on one of our show mountains:

Going up Mount Pilatus.

Eastern Daily Press, 3rd July.

"That is a treacherous mountain," I was told, when I announced my intention of making the ascent of Mount Pilatus, the mountain that frowns down upon the Lake of Lucerne in Switzerland. "When all the other mountains are clear, the top of Pilatus is as often as not covered with a cloud. And you can sit up there all day in a fog and get a view of nothing but mist." Pilatus has a bad name among those who climb him for pleasure. Clouds hang about him in an extraordinary way, and have caused many legends to be told about him. The most picturesque is that which connects him with Pontius Pilate, making him the final resting-place of Pilate's much-travelled body.

Legend says that after the Crucifixion Pontius Pilate was so consumed with remorse that, unable to rest in Palestine, he began to roam wildly over the world. He died at length in Rome, whereupon the people considering him to be under a curse, threw his body into the River Tiber. But the swift flowing Tiber would have nothing to do with the body, and threw it back again on to the land. It was then transported to Gaul, and flung into the River Rhone. But the Rhone which also flows swiftly, would not keep it either, and flung it out again. Then at last it was carried to the top of Mount Pilatus and sunk in a lonely tarn. The tarn uttered angry rumblings of disgust, but it had to keep Pilate, since it had no current of water running through it to wash him out again. So there the body remains—but it does not rest. For the quiet spirit of Pontius Pilate is never still. He is continually gathering clouds on the top of Pilatus, and trying to spoil the weather for the holiday-makers in Lucerne.

That is the legend. I should be more inclined to believe it if I could be certain that there really is a tarn on the top of Pilatus. When I went up I looked for one, but could not see it. When anyone can show me the tarn I will then begin to consider the truth of the legend. In the meantime I think it more likely that the legend was invented to explain the name Mount Pilatus. But the name has probably nothing to do with Pontius Pilate. It is more likely to be derived from a Latin word meaning hatted or hooded, and refers to the cloud which so often rests upon the top of this mountain.

I said I was going up Pilatus. But my Swiss friend said, "No. Wait until we get a really fine day. If you go now you will get no view and will only be disappointed." But I said I was on holiday, and every day was precious, and I could not wait.

ANGLO-FRENCH EXPRESS

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We started early in the morning, on a hot day, when a thick heat haze covered the plain and the hills; and the snow mountains, 40 miles away were quite invisible. "We shall have no view," said my friend. "Well," I replied, "we shall at least see Pilatus itself, and the cogwheel railway which goes up it, which ascends in some places at a gradient of 1 in 24, and is the steepest cogwheel railway in the world."

Our train hurried along. Close to Lucerne the snow mountains came into view for the first time. They were rather hazy; but there were no clouds upon them. Their outlines were quite clear. And Pilatus, it was absolutely clear too. One or two light white clouds were sailing playfully round above him. But all his seven peaks were visible.

We hurried from the station in Lucerne to the steamer, and by twelve o'clock we had crossed the lake and landed at the bottom of Pilatus. We had neither the time nor the intention of climbing Pilatus on foot. Hastily we jumped into the single carriage of the railway, and soon the little engine, puffing and blowing, was pushing us up the mountain side.

We got to the top a little after one. The light clouds were still at a safe distance above our heads, and in front was the most glorious view of the high Alps, the Bernese Oberland spread out before us in shining white snow, and absolutely clear. "It is one of the best days we have had this year," said the waiter at the hotel. "But you should have been here at 6 a.m. The mountains were much clearer then."

"Hat der Pilatus einen Degen, so gibt es Regen,

Hat er aber einen Hut, so bleibt das Wetter gut!"

SWISS FOREIGN TRADE 1913-1928.

A problem of the greatest interest is to determine whether Swiss foreign trade, particularly export trade, has developed since pre-war days, taking into consideration not only the full figures, but also the fact that prices have increased in a given proportion since 1914. An investigation recently undertaken by the Swiss Federal Office of Statistics relative to the commercial development from 1913 to 1928 of nearly 40 countries, has allowed us to make interesting observations as concerns Switzerland in particular.

	1913	1928	in million francs	%
Exports	1,376	2,134	155	inc.
Imports	1,920	2,745	142	

As far as increase of exports is concerned, Switzerland ranks to-day 17th among the countries included in this investigation. On the other hand, if we consider the totality of the exports in proportion to the number of inhabitants registered in 1928, we find that Switzerland ranks 7th with a sum of Frs. 540.—, and is preceded only by the following countries: Canada, Australia, Denmark, Argentine, Netherlands and Belgium.

Among the countries in which the total exports, proportionately to the number of inhabitants, are inferior, we will mention:

Great Britain with Frs. 415.—, France, Germany, the United States and Italy.

It is evident that, in order to justly appraise the export and import index of 1928, as compared to pre-war days, one must make due allowance for the general augmentation of prices, as manifested, for example, in the index for wholesale prices. As this world index, in the course of the preceding year, ranged from an average of about 145 to 150, it would seem that Swiss exports are superior than in pre-war times, whereas the opposite deduction appears to be justified for imports.

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