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HOME NEWS

Zur Aufstellung der neuen Pass-Verordnung muss nun aber eine entgegenkommende Anwendung durch die Kantone treten. Die Verordnung hat, mit Verzicht auf zentralistische Reglementierung, den Kantonen beträchtliche Handlungsfreiheit gelassen. Die verfügten Erleichterungen stehen also grossenteils solange nur auf dem Papier, als die Kantone von ihnen nicht wirklich Gebrauch machen.

brauch machen. Das Publikum bekommt, die wohl-tuenden Wirkungen erst aus der Hand der Kan-tone zu spüren. Ein erfreulicher Beschluss wird aus Baselstadt gemeldet. Der Regierungsrat hat dort gemäss Antrag des Polizeidepartementes eine allgemeine Herabsetzung der Passgebühren ver-fügt. Die Höhe der Gebühren bildet einen der Klagepunkte, der so mancherorts immer noch das Publikum verärgert. Wozu sollen Pässe, für viel-leicht zur einmaligen Auslandsreise, immer noch ihre 10 Franken oder mehr kosten, wenn der Bür-ger doch überall mit schweren Steuern den Be-amtenapparat zahlt und erhält? Nach der neuen eidgenössischen Verordnung können fortan Pässe sogleich für 3-5 Jahre ausgegeben werden. Machen die Kantone hiervon Gebrauch, so hindert das hoff-entlich nicht den gleichzeitigen Abbau der Pass-gebühren. Und entgegenkommend sollte ebenso mehr und mehr die ganze Praxis für Ausstellung des Reisepasses sein. Dass der Weg zum vielleicht gar nicht nahe gelegenen Kantonshauptort gemacht werden muss, erscheint als unnötige Belastung des Publikums. Mit dem Pass kommt man heute leicht über die Grenzen. Sache des Kantons ist es, wirksam dafür zu sorgen, dass man den Pass end-lich leichter und billiger beschaffen kann.

—Bündner Tagblatt, Chur.

NOTES AND GLEANINGS.

Aviation in Switzerland.

The *Times Trade and Engineering Supplement* (Jan. 19th) publishes a survey of civil aviation in Switzerland during the 1928 flying season:—

"In spite of the smallness of the country, precluding any long-distance flights, and the disabilities resulting from the Alpine barrier, aviation has developed to a surprising degree in Switzerland during the last two years, and especially during 1928. During the so-called 'high' flying season, i.e., from April 23rd to October 13th, the 14 regular air lines, operated by two Swiss, one British, one French, one Ger-man, one Dutch, and one Austrian air navigation concerns, worked an international network of air lines measuring some 4,989 km., of which 894 were purely Swiss lines, 2,496 'pool' lines, operated in conjunction with foreign undertak-ings, and 1,599 km. worked solely by foreign companies. Swiss participation in this inter-national air line network increased from 60 per cent. in 1927, to 67 per cent. in 1928, Swiss pilots and Swiss machines carrying passengers to Munich, Vienna, Stuttgart, Frankfurt, Brussels, Rotterdam and Amsterdam.

The summer season of 1928 saw scheduled flights carried out over a distance of 1,307,151 km., as compared with 711,980 km. in 1927, the number of hours flown being 9,694, as compared with 5,765. In consequence of the more power-ful type of airplane used, the average speed in-creased from 128 km. per hour to 135 km. per hour. Record flights, averaging 148 km. per hour, were carried out on the Geneva-Zurich-Vienna line, operated by the Balair and the Luft-Hansa Companies. Of the scheduled ser-vices 97.1 per cent. were carried out, as against 96.8 per cent. in 1927, the average punctuality increasing from 81.6 per cent. in 1927 to 84.3 per cent. in 1928.

Notwithstanding the unfavourable atmo-spheric conditions which prevailed throughout the early part of the summer, there was a notable increase in traffic, both travellers and goods. Thus, the number of passengers carried amounted to 15,046, as compared with 10,823 in 1927, while goods increased from 81.2 to 253 tons, mail from 46.5 to 82.9 tons, and luggage from 25.7 to 42.5 tons.

In addition to the regular summer service, there were early spring and late autumn services, which were, so to speak, of an experimental character. Among the new services introduced was a non-stop express flight between Zurich and Berlin. On several occasions, however, it proved necessary to have recourse to an intermediate landing. Two lines, the Vienna-Innsbruck and the Amsterdam-Brussels-Basel lines, were extended as far as Zurich, and the internal Basel-La Chaux-de-Fonds line as far as Geneva."

Shrinking Glaciers.

The movements of 92 selected Swiss glaciers are now officially controlled and recorded. A com-mentary on the figures published for last year is given in the *Daily Mail* (Jan. 24th):—

"The news that of 92 Swiss glaciers which were kept under observation last year 73 have re-ceded while 5 remained stationary may revive the old fear that a time may come when the glaciers of the Alps will have vanished alto-gether. Switzerland without its eternal snow and ice, would be bereft of much of its beauty and of its most precious source of power. For it is from the melting of the glaciers that the steady stream of water is obtained in summer which actuates the immense electrical works now studded about the Alpine valleys.

For the last six years, since 1922, the ma-jority of Swiss glaciers have been receding, though there have always been a few exceptions. In the period before 1922 there was a general

slight advance; and even since 1922 one or two glaciers (among them the well-known Upper Glacier at Grindelwald) have been moving for-ward considerably. But there are indications that in the past the glaciers have at long intervals moved forward and moved back. The advance and retreat of the immense ice masses have been almost like tidal movements, spread over decades and even centuries."

A Sea Fish Market.

It is news to most of us that Basle is now the centre for the marketing of sea fish; there seems therefore to be a good prospect that on our next visit there we may have haddock for breakfast. In the meantime we must be satisfied with the fol-lowing report taken from *The Times* (Jan. 19th):—

"Few people, not only abroad but also in Switzerland itself, realise the importance of Basel both as a fish market and as a vast clear-ing-house for imported sea fish. As a matter of fact, it is one of the principal fish markets in Europe, and possesses, in addition to excellent railway connections with Germany, France, Great Britain and Italy, large cold-storage establish-ments equipped with every conceivable modern improvement, which serve as distributing centres for the entire country. They furnish fresh fish to all the large hotels in the mountain and lake resorts as well as the principal fish dealers in the various urban centres.

The Swiss people are not big fish eaters, except on high days and holidays, when no fes-tive board is deemed complete without boiled river trout. Sea fish is, however, consumed in large quantities by visitors residing at hotels, and the demand for it, as also for shell-fish, is steadily on the increase. Up to the present Germany has been the principal purveyor of this commodity, and was responsible for 1,014 tons of fresh sea fish, amounting in value to 1,200,000 fr., out of a total of 2,400 tons and 4,500,000 fr. for the twelve months of 1927. During the first nine months fish imports increased from 2,222 tons, value 4,300,000fr., in 1927 to 2,364 tons, value 4,800,000fr., in 1928.

Unfortunately imports of fresh sea fish from the United Kingdom are comparatively insignifi-cant (13 tons, value 28,191fr. in 1927), which is surprising considering the excellent and rapid means of communication between Switzerland and Great Britain. English kippers and haddocks are to be found in 'delikatessen' shops, but as the general public is ignorant of the proper way of cooking them they have not achieved any degree of popularity. Frozen fish is obtained both from Canada and the United States. In view of the development and improvement which are now taking place in the Swiss tourist industry, there is every reason to believe that a corres-ponding increase will occur in the demand for fresh sea fish during the winter sports and sum-mer season. The *Revue des Hôtels* lays particu-lar stress on the high degree of efficiency attained in the organisation of regular and rapid de-liveries of fresh fish to even the most isolated hotels in the country."

Women Cresta Riders.

Even so peaceful a place as St. Moritz is not exempt from the intrusion of the modern flapper. While in this country women look like outwitting the stronger sex, they have to 'keep off the grass' and surrender all the honours at the Cresta in St. Moritz. Lt.-Col. Moore-Brabazon, M.P., the great expert on the difficult art of Cresta riding, breaks a lance for his fair competitors in *The Times* (Jan. 21st):—

"I see from *The Times* this morning that the committee of the St. Moritz Tobogganing Club have unanimously passed a resolution to the effect that no women are to be allowed to ride the Cresta. I regret that owing to absence I was not able to oppose this as, although I admit that riding the Cresta is not a woman's pastime, it is for that reason that I consider the ruling unnecessary.

In our country such sports as flying and motor-cycling are, perhaps, not wholly suitable for all women, but there have been some splendid and useful examples of exceptions to this, and the same applies to the Cresta. After all, the Cresta, like Gaul, is divided into three parts. No one can pretend that riding from Stream is a dan-gerous pastime, and although no one can pretend that riding from the top is anything else but dangerous, it is to the principle of curtailment of the liberty of the subject to do what he or she likes that I object. Where will the next regulation come? Is bobbing free from danger? If anybody is under that delusion let them look at the records of accidents over recent years; and will the Bobsleigh Club soon introduce a regulation forbidding women going down the run? Will the Ski Club soon regulate the depth of snow upon which alone we may slide for our safety? Where is all this to stop?

This letter does not advocate in any way the riding of the Cresta by women, but the writer does maintain that more dangerous than the Cresta is the slippery slope of petty regulations. Women are quite able to look after themselves and to know what they can do and what they

cannot, and the St. Moritz Tobogganing Club have separate powers to forbid any rider descend-ing the run who rides dangerously; this should be enough for them. We have seen quite enough of D.O.R.A. in this country for it to be a lesson to us to avoid a fussy 'Home Secretary' spirit in the High Alps."

Swiss Flag on the High Seas.

Mr. F. A. Schumacher, the Swiss Consul at Sierra Leone, whose remarkable recovery from an admittedly fatal illness we referred to last week, has established a precedent with his latest business venture. Perhaps the time will not be far off when the Swiss flag ceases to be a curiosity on the high seas. This is what the *Daily Express* (Jan. 24th) reports:—

"A peculiar point in international maritime law has arisen at Fleetwood in connection with the departure of the small wooden motor drifter *Impregnable* on her 3,000 miles voyage to Free-town, Sierra Leone.

The *Impregnable* leaves Fleetwood without a port of registry and with no nationality.

The boat, which carries a crew of six, was purchased by Mr. F. A. Schumacher, of Free-town, Sierra Leone. On arrival in British West Africa she will inaugurate experimental fishing in the colony for the first time since 1912, and the governor of the colony, Sir Joseph A. Byrne, is anxious that the experiment shall prove a suc-cess.

Mr. Schumacher is a Swiss, and on buying the boat the registration papers had to be sur-rendered because he was not a British subject. As there is no Swiss maritime law he was in a

QUOTATIONS from the SWISS STOCK EXCHANGES

BONDS.	Jan. 22	Jan. 29	
Confederation 3% 1903	83.25	83.15	
5% 1917, VIII Mob. Ln	102.30	102.65	
Federal Railways 3½% A—K	88.10	88.15	
" " 1924 IV Elect. Ln.	102.55	102.50	
SHARES.	Nom.	Jan. 22	Jan. 29
Swiss Bank Corporation ...	Fr. 500	Fr. 863	864
Crédit Suisse...	500	989	993
Union de Banques Suisses...	500	754	755
Société pour l'Industrie Chimique	1000	3548	3507
Fabrique Chimique ci-dev. Sandoz	1000	4739	4739
Soc. Ind. pour la Schappe ...	1000	4388	4400
S.A. Brown Boveri ...	350	605	614
C. P. Bally ...	1000	1555	1745
Nestlé & Anglo-Swiss Cond. Mlk. Co.	200	927	924
Entreprises Suizer S.A.	1000	1283	1292
Comm. de Naviş n sur le Lac Léman	500	520	510
Linoleum A.G. Giubiasco ...	100	335	334
Maschinenfabrik Oerlikon ...	500	830	840

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