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**LUCERNE.**

The perpetrator of the theft of securities amounting to over 25,000frs. from a farm at Sursee, was arrested at the moment when he tried to sell some of the securities at the Volksbank in Emmenbrücke.

**NEUCHATEL.**

Dr. Edmond Lardy, a noted surgeon in Bevaix, has died at the age of 75. Dr. Lardy was at one time surgeon-in-chief at the French Hospital in Constantinople.

\* \* \*

Mme. Julie Barbezat, the oldest inhabitant of Les Verrières, has celebrated in good health her 100th birthday.

**TICINO.**

M. Brenno Bertoni, States Councillor will not stand again at the next Parliamentary elections.

**ARGAU.**

M. Richard Zschokke, since 1919 a member of the National Council, has expressed the wish to vacate his seat.

**GRISONS.**

M. A. Vital, advocate in Fétan, has celebrated his 80th birthday anniversary. M. Vital was from 1893 until 1902 a member of the Cantonal Government. He sat in Parliament (National Council) from 1899-1920.

\* \* \*

Two well-known climbers of Davos, M. K. Prochaska and M. E. Adler, who were attempting to climb the Tinzenhorn (10,377ft.) above the Aela Hut on Sunday by a new route, were killed by a boulder which broke loose and fell on them.

**NACHTFLUG NACH LONDON.**

Von Walter Mittelholzer.

Kaum war ich am Donnerstag von der regulären Swissair-Linie Zürich-London nach Hause zurückgekehrt, so klingelte das Telefon aus London. Die grossen englischen Zeitungen fragten an, ob wir nicht in der Lage waren mit den Fotografien des verunglückten belgischen Königspaares während der Nacht nach London zu fliegen. Natürlich sagten wir zu und starteten um halb 10Uhr abends mit einer unserer Douglas Maschinen in die Nacht hinaus. Mit mir an Bord befand sich noch Ing. Gsell sowie einer unserer Bordfunker.

Nach 20 Minuten zog das prächtige Lichtenmeer Basels unter uns vorbei. Schon liegt vor uns, hellerleuchtet, Mülhausen; aber dahinter ist die schwarze Nacht. Die Vögel sind in Regen und Nebel eingehält, sodass ich gezwungen bin, durch diesen hindurch bis auf 3200 Meter Höhe anzusteigen. Im nu war unsere Maschine von Eis weiss überzuckert, die Kabinenfenster hart zugefroren; über uns funkeln die Sterne.

Die nächsten 250 km sind dunkel. Welch ein Kontrast gegenüber dem schweizerischen Mittelland mit seinen Tausenden von Lichtern. Doch wir kümmern uns nicht um die Bodensicht, sondern machen Eigenpeilungen mit den Radiosendern von Paris und denjenigen Englands und unsere Rechnung ergibt, dass wir genau auf dem Kurs liegen, also die kürzeste Gerade von Basel nach London befliegen. Zeitweilig prasselt dichter Regen mit lautem Getöse über unsere hellerleuchtete, wohlgewarm geheizte Führerkabine. Nach 1½ Std. liegt Reims auf Backbord, während auf Steuerbord im Norden fern Gewitter mit Blitzfeuern den Horizont fantastisch erleuchtet. Über dem Pas de Calais kommen wir in eine unruhige Gewitterzone hinein. Es blitzt links und rechts von uns, Regen klatscht von nemem an die Glasscheiben. Während wir eine böige Regenwolke in 100 m Höhe passieren, sprühen von den Metallpropellern blaue Funken in die schwarze Nacht hinaus.

Wir befinden uns umgeben von zwei sprühenden Flammenauroelen, die mit uns mit einer Geschwindigkeit 280 km dem Aermelkanal zusteuern. Es ist dies die gleiche Erscheinung, wie die Elmsfeuer im Gebirge, nämlich das Ausstrahlen von Elektrizität in die feuchte Atmosphäre hinaus.

Bereits tauchen überall die Blinkfeuer der Küste zwischen Boulogne und Calais auf und hinter einem pechschwarzen Streifen Wasser, denjenigen Englands. In sieben Minuten ist der Kanal übersprungen. England ist gut beleuchtet, sogar vier Luftfahrtfeuer zeigen uns den Weg nach dem Flugplatz Londons, nach Croydon. Doch wir haben sie gar nicht nötig, den unsere Peilungen auf die Funkstation in Croydon stimmen genau überein und zudem sehen wir die Helle der Weltstadt schon aus 100 km Entfernung. Immer mehr kommen wir London näher, ein unermessliches Lichtermeer aus dem die blauen Quecksilberdampflampen der modernen Strassenbeleuchtung ausserordentlich intensiv auffallen. Gegenüber dem Dunkel grosser Teile Frankreichs habe ich das Gefühl im helllichten Tage zu fliegen. Eine Runde über dem Flugplatz und

nach 3 Std. und 20 Minuten setzen wir im Lichterschein starker Scheinwerfer kurz vor 1 Uhr nachts ab.

Unsere Bilder werden uns weggerissen und während wir uns den wohlverdienten Schlaf gönnen, arbeiten fleissige Hände damit der geruhige Londoner zu seinem "early tea" bereits in seinem Leibblatt die neuesten Bilder der Weltereignisse beschauen kann.

Am Freitag Morgen flogen wir in 2 Std. 40 Minuten aus dem schlechten Wetter und Nebel auf 4000 m Höhe emporsteigend, über ein blendendes Wolkenmeer zurück nach Zürich.

**MR. HERMANN FREDERICK ROOST †.**

Mr. H. F. Roost is no more. He passed away peacefully at his residence in Muswell Hill, after a long, though only recently severe illness, which he bore courageously. Only a few weeks ago he returned from Vittel in the Vosges followed by a short trip to his beloved Switzerland, a journey he undertook in his latter years for the benefit of his health, invariably accompanied by Mrs. Roost. This was to be his last visit to the Continent.

It will have come as a great shock to all his many friends, when they heard that this true Swiss with the debonair and ever courteous manners is now a memory only.

Born in Montier in 1872, the son of dearly beloved parents, the father rather austere, Mr. Roost joined the Technical College in Bienna, immediately after leaving school; he specialised in the study, design and manufacture of watches, gaining practical experience in a modern Swiss factory, which he largely extended during a stay of several years in America, working there incessantly in all departments of this industry. The Longines Factories in Switzerland recognising his sterling qualities and thorough mastery of the industry employed him as a designer and engineer. For some 8 years Mr. Roost was responsible for the production of the precision plant for their factories.

The World renowned Zenith Watch factories next gave him an opportunity of really fully employing his ability as designer and manufacturer. The many Swiss and foreign patents which stand to Mr. Roost's credit and the fundamental designs for which he made himself responsible as Chief Technician of the Works will always be remembered, when coming across the excellent testimonies which the Zenith watches secured in world-wide competition at exhibitions, observations, etc. Inward satisfaction shone out of his steady gaze when he related how the first prizes and highest awards were accorded to the standard models of Zenith watches at Kew and elsewhere. It was then that one could appreciate most that Mr. Roost dearly loved his work. After some 10 years, Mr. Roost established the London offices of the Zenith Watch Co. and until he decided to retire in the Spring of last year, he directed the destinies of this concern, which he brought to a very flourishing position. His high standard of business morals and absolute integrity secured to him the confidence of the trade. There is no representative of a Swiss watch factory, who is more highly spoken of than Mr. Roost. His word was his bond and his bond was accepted without question. No wonder therefore that Mr. Roost also made a mark beyond his immediate field of activity. His straight-forward sound common sense was much esteemed in the counsels of his friends and acquaintances. His modest and rather retiring personality prevented many of the best points in Mr. Roost's character from becoming more widely known. It is a fact, however, that he was not only ready to give good advice, but within his means a large measure of positive help. The quiet and unobtrusive way in which he assisted many a young man on the first rungs of the ladder, or people in need, will make his memory live in many quarters. His friends will not only deplore that fate decreed that he was not permitted to enjoy many further years of happiness in the midst of his family, but they, too, have lost so sincere and lovable a companion.

W.G.

**LETTER FROM SWITZERLAND.****The Economic Situation.**

(Continued depression, but several signs of improvement).

Balance of the first half-year.

Speculators having to buy Swiss francs in order to fulfil their engagements, it resulted in a return of gold into Switzerland. Therefore the reserve of the National Bank was strengthened and the short term money market has thus been relieved.

Conversion loans, for more than 300,000,000 frs., have been issued during the first half-year of 1935; in consequence of the uncertain situation created by the public vote of 2nd June upon the "Initiative de crise" very few loans without conversation have been issued during the same period.

At the end of the first half-year of 1935, there were in Switzerland nearly 18,000 Joint-Stock Companies with a nominal capital of 8,250,000,000 francs. Since 1931 the number of companies has considerably increased, whilst the capital has had a tendency to decrease.

For the moment there is no marked improvement in the retail trade, for which the trade figure for the first half-year of 1935 is about 4% less than that of last year. On the whole the situation in the Swiss labour market has been less satisfactory than during the corresponding period in 1934, which is partly due to the building construction situation. In fact, the building industry, which in previous years has been characterised by great activity and which assisted the labour market in a great measure, has been relatively little occupied during the first six months of 1935. The number of apartments constructed has only attained 3,800 in towns of more than 10,000 inhabitants, against 5,600 for the first six months of 1934.

The number of bankruptcies continues to remain high. It has totalled 464 against 484 during the corresponding period of 1934. The economic depression also shows itself in the traffic returns, especially those of the railways. On the other hand, the Postal Transport Service shows a marked improvement when compared with the previous year. Telephonic traffic also continues its upward tendency.

Foreign trade shows more and more a tendency towards a decrease of the deficit of the Swiss foreign trade. During the first half-year of 1935, imports have reached 622,000,000 against 712,000,000 in 1934, whereas exports have only decreased in a slight degree; from 405,000,000 to 402,000,000. The overplus of imports amounts to 220,000,000 francs against 307,000,000 for the first six months of 1934.

One of Switzerland's most characteristic industries, watchmaking, has increased its exports from 43,000,000 to 49,000,000. This figure well brings out the steady, but real progress of watchmaking exportation which had been particularly affected by the crisis and which now seems to be progressing towards a better future. The number of watches exported is the highest since 1930.

Other industrial branches such as cotton-cloth, cotton-thread, woollen thread and woollen texture, certain branches of the machine industry, the aluminium industry and that of pharmaceutical products also show an increase of exportations. The exportation of breeding cattle is also in a progressive state.

During the first six months of the year, the principal countries supplying Switzerland with goods have been, in order: Germany, France, Italy, Great Britain and the United States of America, and her principal clients; the same countries in the same order.

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**CITY SWISS CLUB.**

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