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HOME NEWS

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FEDERAL.

FOURTH SWISS GRAND PRIX RACE FOR MOTOR CARS IN BERNE

The fourth Swiss Grand Prix race for Motor-cars, which took place in Berne on the 22nd of August, was won by Rudolf Caracciola on a Mercedes-Benz car. He completed the fifty laps of the course, a total distance of 364 kilometres (about 230 miles) in 2hr. 7min. 39.3sec. His average speed was approximately 99 miles an hour. Hermann Lang (Mercedes-Benz) was second in 2hr. 18min. 28.7sec., and von Brauchitsch (Mercedes-Benz) was third in 2hr. 18min. 45.7sec. (von Brauchitsch was the winner of the recent Monaco Grand Prix). Then came the two Auto-Union cars driven by Hans von Stuck and Bernd Rosemeyer respectively. Stuck's time was 2hr. 18min. 48.8sec. Rosemeyer had not covered the fifty laps when the race was stopped, but he was placed fifth. Other placings were: Christian Kautz, (Mercedes-Benz); sixth, Tazio Nuvolari (Alfa-Romeo); seventh, Raymond Sommer (Alfa-Romeo); eighth, Paul Pietsch (Maserati); ninth, and the Hungarian Laszlo Hartmann (Maserati); tenth.

The following are the winners of the Swiss Grand Prix since the existence of the race:

1934: Hans Stuck (Auto-Union)

1935: Rudolf Caracciola (Mercedes-Benz)

1936: Bernd Rosemeyer (Auto-Union)

The "Prix de Bremgarten" was won by the Swiss Hans Ruesch, on an Alfa Romeo car, with an average speed of 143.402 km.; 2nd was Futterknecht (St. Gall) on an Alfa-Romeo, and third Christen (Zurich) on a Maserati.

The "Prix de Berne" was won by A. Dobson on a E.R.A. machine, his time for the course of ninety-five miles being 1hr. 9min. 16.3-5sec.; Raymond Mays (E.R.A.) was second in 1hr. 9min. 52.3sec. and Prince Birabongse of Siam (E.R.A.) better known as "B. Bira" was third in 1hr. 9min. 53.4.

There were no serious accidents, but the German driver Herbert Berg (Maserati) left the track near the Grand stand. He was not injured, but the car was wrecked.

THE FIRST SWISS RAILWAY

As part of a week of festivities to draw attention to the antiquity of Baden as a health resort, a historical procession forming a retrospective of travel to Baden from Roman times up to the advent of the railway in 1847, took place on the Sundays, August 8 and 15. Costumed groups, carriages, and old stage coaches made up a colourful pageant which wound its way through the narrow streets of the picturesque old town, and the rear was brought up by a facsimile of the locomotive Aare mounted on a Fordson chassis, but emitting smoke and whistling in appropriate fashion, and hauling an open toast-rack type carriage. At Baden station, the Swiss Federal Railways had placed on exhibition on a siding the oldest existing Swiss rolling stock, namely, locomotive No. 15, *Speiser*, built in 1857 by Emil Kessler Maschinenfabrik, Esslingen, and bearing No. 354 of those works (rebuilt at Olten works in 1880 and provided with a cab); third class coach No. 66 of the Vereinigte Schweizer Bahnen, built in 1856 and last overhauled on July 30, 1873; and a closed goods wagon of the V.S.B. The first railway to be laid on Swiss territory was actually a section 1.9 km. in length of the line from Strasbourg to Basle, opened in June, 1844, but the Zurich-Baden railway (Nordbahn) provided the first railway communication within the country. It was inaugurated on August 8, 1847, with imposing ceremonies, in the presence

of the authorities of the cantons of Zurich and Aargau and of the towns of Zurich and Baden, and regular services began on August 9. The line was dubbed the Spanisch-Brodi-Bahn (Spanish-Bun Railway), owing to the fact that it enabled the Zurich citizens to obtain more rapid delivery of a delicacy of that name which was a Baden product. The Nord-Ost Bahn on its formation in 1853 took over the Zurich-Baden line, and extended it in 1856 to Brugg and in 1858 to Arau, where it joined the Centralbahn.

AIR MAIL TO SWITZERLAND

The Postmaster-general announces that on and from Monday next letters and post-cards prepaid at the ordinary international postage rates for Switzerland will be despatched by air each weekday morning.

The service will also result in acceleration of such mail to Austria, Bulgaria, Czechoslovakia, Greece (Corfu), Hungary, Rumania and Jugoslavia.

The letters and postcards should be posted in the ordinary letter boxes and not in the special blue air mail boxes, and blue air mail labels or other markings indicating air transmission should not be used.

SWISS FILM

Much space is devoted by the Swiss Press to a Film Act recently approved of by the Federal Council. It provides for the foundation of a Film Chamber to be composed of 18 members, only seven of whom will be representatives of the Swiss film Industry, while the other 11 members, including the president and vice-president, are to be designated by the Home Office which, accordingly, will exercise the absolute control over the entire activities of the Board.

The Film Chamber, for the maintenance of which a sum of frs. 50,000 (about £2,300) will be earmarked in the yearly budget, while the rest goes to the expense of the film Industry, is to "regulate and promote matters pertaining to the Swiss film," assist the authorities by giving advices and offering suggestions, and represent the domestic film interests in all dealings with foreign countries.

Some of its tasks will consist in the introduction of a central and uniform film censorship for the 22 Swiss cantons, the prevention of redundancy as well as of blind- and block-bookings, the fostering of domestically made documentary, educational and topical shorts and eventually the building of a film studio which is to serve for the production of Swiss feature pictures.

Attention is also to be devoted to the control of film imports.

Giving the reason for the Film Chamber, the Federal Council states that "the regulation of film matters cannot be left to private initiative, since the film, for being connected with politics to a very large extent, belongs to the spheres over which the State must exert a predominating influence."

JUNGFRAU RAILWAY SILVER JUBILEE

The 25th anniversary of the completion of its final section was celebrated on August 1, by the Jungfrau Railway. The line was opened successively from Scheidegg to Eigergletscher in 1898, to Eigerwand in 1903, to Eismer in 1905, and finally to Jungfraujoch, Europe's highest station, in 1912. At the present time, a lift is under construction to connect the terminus with the international meteorological observatory which is being built on the Sphinx, between the Mönch and Jungfraujoch. The shaft being 111 m. in length, the altitude reached by railway and lift combined will be 3,568 m. (11,706 ft.)

SWISS SHIP MOTOR-CYCLES AND CARS TO MISSIONS

Catholics of Switzerland have shipped another consignment of motor-cars and motor-cycles to Swiss missionaries in various parts of the world.

All models are of the latest type. Among recent shipments were a car for the Benedictines of Engelberg at work in the French Cameroons, a lorry for the missionaries of Ossio in Southern Nigeria, and a motor-cycle for the Franciscans of Mowping, in Shantung, China.

A motor-cycle has also been sent to the Missionaries of Bethlehem at Tsitsikar, Manchukuo, together with an extra subsidy for fuel.

A special subsidy was sent to Dr. Bertha Hardegger working in the missions of Basuto-

land, enabling her to buy a horse, for Basuto-land has no roads.

All these machines were purchased and shipped to the missions through the Swiss branch of the Miva, a mission-aid association.

LOCAL.

ZURICH.

Doctor Bircher-Benners, head of the sanatorium "Lebende Kraft" in Zurich, and an expert on Therapeutic nutrition, has celebrated his 70th birthday anniversary. Doctor Bircher is well-known in Switzerland as the originator of the "Bircher-Muesli."

BERNE.

In Berne died, at the age of 51, M. Ernst Graf, Professor of Church Music at the University of Berne; the deceased had been since 1912 organist at the Minster in Berne and for many years teacher of music at the Academy of Music in that town.

The death has occurred in Thun of M. Rytz-Trivier, Manager of the Municipal Electricity and Water Works. M. Rytz had occupied this position since 1918 with great success.

* * *

The State Prosecutor of the canton of Berne has started investigations into the affairs of the "Spar and Leihkasse" in Berne, which institution has been in difficulties for some considerable time. At a creditors meeting which took place recently, the management was accused of having published fictitious balance-sheets during the last few years.

ZUG.

The late Doctor Bossard in Zug has left an amount of 100,000 frs. to the community of Zug, to be divided amongst a number of charitable institutions.

BASLE.

Doctor Arthur Brückner since 1923 Professor at the University in Basle and head of the Municipal Eye Clinic has celebrated his 60th birthday anniversary.

APPENZELL A-Rh.

M. J. J. Tobler in Heiden, father of the late National Councillor Tobler in Berne, has celebrated his 99th birthday anniversary.

ST. GALL.

Colonel Constan, who was injured during bomb-throwing practice at Wallenstadt, has been discharged from hospital, the other officers are still retained, but it is hoped that they will be able to leave hospital in about a fortnight's time.

GRISONS.

Mr. W. G. Lockett, for many years British Consul in the Canton of Grisons, author of a History of Davos, a book on ski-ing in Switzerland and works on Anglo-Swiss relations; died at Davos.

THURGAU.

The accounts of the canton of Thurgau for the year 1936 show a surplus of 86,964 frs. (1935: a deficit of 360,729 frs.) The canton of Thurgau thus joins the very few cantons which show a balanced budget.

* * *

The Saurer works at Arbon are again employing 2,300 workmen, after having had, owing to the crisis, to reduce their staff to about 800 workhands. A healthy sign.

VAUD.

M. Couchebin, Federal Judge in Lausanne, when on an excursion on the Orny glacier, fell into a crevasse 15 metres deep. He was rescued by soldiers who were in the neighbourhood, although badly shaken, M. Couchebin was able to return to Champex.

VALAIS.

A search party has brought down to Zermatt the remains of two Czechoslovak tourists who fell 1,000 feet when trying to scale the Matterhorn by the Zmutt ridge.