

Our lost pilots

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prophesying that the Swiss will have to live on cheese during the coming winter:—

Last night I wrote about shipments of food and materials to Switzerland through Genoa. To-day came a report, afterwards denied, that Hitler had called on the Swiss to hand over these imports and their gold as well.

That he has made such a demand already is unlikely. He does not wish to let the Germans of the Reich perceive that he is short of anything so soon. But he can ask and take from the Swiss when he chooses. Switzerland is in dire straits. Axis armies beset her all round. She has no exports and no tourists, and next winter she will have little to eat, save cheese, and will come near to starvation.

Worse still are the following few lines which appeared in the "*Daily Sketch*," July 25th, in the column "Talk of the Town":—

A distinguished Swiss with whom I lunched told me he had heard this week that Nazis are openly patrolling Swiss cities and exerting economic pressure on banks and business houses.

* * *

More sensible if less excitable is an article in the "*Manchester Evening News*," July 26th, reminding us of the good and silent work of the monks of the Gt. St. Bernard Hospice:—

As a result of a storm in the Swiss Alps, the St. Bernard Road over the pass of that name is blocked by a landslide between the vallages of Le Brocard and Borneaud.

There are two St. Bernard Passes over the main chain of the Alps, both traversed by motor-roads.

The Great St. Bernard (8,111 feet) leads from Martigny in the Rhone valley to Aosta in Italy. The Hospice on the pass was founded by St. Bernard of Menthon, who lived in the eleventh century, and since the early thirteenth century it has been in charge of a community of Austin canons, the mother-house being at Martigny.

In former days the servants of the canons and the famous dogs saved many lives, especially those of Italian workmen.

But St. Bernard, the founder of the Hospice, did not keep a St. Bernard dog, nor did he found the kennel of the breed.

The keeping of dogs at the Hospice is a more or less recent innovation, for it was only after 1800, when Napoleon led his army over the pass which had only a bridle road then, that the monks became interested in breeding dogs. Travellers who visited Switzerland before that year, who described the country and Hospice in detail, do not mention dogs at all.

There are many stories of the use made at the Hospice of these great dogs.

A woman who visited the Hospice in 1827 describes the dogs kept there by the monks as large, fawn-coloured, spotted with white, and tells how they went out with the monks. Articles the monks wished to take with them were carried round the necks of the dogs.

On one dog was attached a cask of wine and a container of bread, while on the other was a bundle of clothing.

The Little St. Bernard leads from Bourg St. Maurice, in the Isere valley, to Aosta, but is much less frequented by travellers than its neighbour.

In Roman times the military arrangement of the German provinces made necessary the construction of a road over the Great St. Bernard Pass, and it is mentioned as existing in A.D. 69. Remains of it, cut in the rock, still exist near the lake at the top of the pass.

On the plain at the top of the pass is the temple of Jupiter, remains of which were excavated in 1890, though objects connected with it had long ago been found. Other buildings, probably belonging to the post station at the top of the pass, were also discovered. Many of the objects found then and in previous years, including many votive tablets, are in the museum at the Hospice of the Great St. Bernard.

* * *

Some foreign journalists were invited by the Aldershot Command for an inspection — according to the "*Camberley News*," July 26th — and obtained first-hand information concerning this country's war effort. Amongst them were Dr. Hans Egli and Dr. Gottfried Keller (we suppose the latter appellation is a misprint) and on leaving they are reported to have expressed "Their high appreciation of the keenness and intelligence of the soldiers."



OUR LOST PILOTS.

(From left to right).

Capt. EUG. FRYMANN crashed at Entfelden while superintending flying exercises; he resided at Dübendorf and was one of the instructors.

Lieut. RUDOLF HOMBERGER contracted fatal wounds during an engagement with German aircraft; he managed to land with his machine at Bienne.

Lieut. GÖRTLER, Basle, and

Lieut. MEULI, born in the Grisons but residing in Geneva, were observer and pilot respectively on patrol duty when their machine was engaged by German aircraft.