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The Swiss Observer

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The Official Organ of the Swiss Colony in Great Britain

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NEWS AT RANDOM

Federal

Monsieur Alfred Brunner, Swiss Minister to Portugal since 1948, died at Lisbon at the age of 63.

Born in 1890, he was educated at Berne University and entered the litigation office of the division of foreign interests in the Federal Political Department in 1917. After service as an *attaché* in London, Vienna, and Budapest he was appointed second secretary in Rome in 1921, and after some four year's service there he was promoted to first secretary in Tokyo, where he remained until 1929, acting for part of the time as *Chargé d'Affaires*. He was Counsellor in Ankara from 1929-1933, and after executing a diplomatic mission to Teheran was appointed Counsellor in Bucharest. He remained there until 1935, when he was *Chargé d'Affaires* in Cairo. Before his appointment as Minister in Portugal he had been Swiss Minister to Egypt, and since 1946 had also been accredited to Iraq, Syria, and the Lebanon.

* * *

The Federal Council has appointed Monsieur J. J. de Tribolet, to be *Chargé d'Affaires* in Sofia. He was born at Neuchâtel, where he studied law.

* * *

The Swiss Federal Railways have carried in the month of June, 1953, 16 million passengers, or 1.04 million less than in June 1952. Receipts: 26.88 million francs. (June, 1952: 28.58 million frs.)

Goods traffic in June 1953 has increased by 130,000 tons, 1.76 million tons having been carried. (June 1952, 1.63 million tons). Receipts: 32.87 million frs. (June 1952: 31.56 million frs.).

Cantonal

The Federal "Schwing & Aelplerfest" took place in Winterthur, over 25,000 spectators watched the various competitions. Amongst the official guests were the former Federal Councillor R. Minger and Army-Corps Commander Franz Nager. [A.T.S.]

A collision between a motor-cycle and a motor-car which happened on the road between Solothurn-Selzach caused the death of three persons. The following were killed: Fritz Moosmann (aged 44), his wife Charlotte Moosmann (aged 41) and Otto Schär, (aged 26) a butcher in Grenchen. [A.T.S.]

* * *

Dr. Otto Furrer, lawyer and notary in Solothurn has been elected President of the Tribunal of Solothurn in succession to Mr. Robert Kurt, who has been recently appointed Mayor of the town of Solothurn. [A.T.S.]

* * *

A passenger train and a goods train of the Bernina railway collided between the Bernina Hospitz and Alp Grün. The driver of the passenger train was killed, whilst 22 passengers were injured some of them seriously. [A.T.S.]

* * *

Two persons were killed, when a motor-cyclist ran into two pedestrians in Birrwil (Ct. Aargau). The motor-cyclist, Armin Hunziker (aged 20) was killed outright, and one of the pedestrians, Miss Gertrud Räber, (aged 19) of Birrwil, succumbed to her injuries, her companion was also badly injured. [A.T.S.]

* * *

A fire which broke out in the "Kartonnagefabrik, Rohr & Co." in Melligen (Ct. Aargau) caused damage which is estimated will exceed 100,000.— frs. [A.T.S.]

CITY SWISS CLUB

Will members kindly note that the next

MONTHLY MEETING

will take place on **Tuesday, Sept. 8th 1953**, at **6.30 p.m.** for **7 p.m.** at the **Dorchester Hotel, Park Lane, W.1.**

The Dinner will be followed by a game of Jass, Bridge or Canasta.

Members wishing to be present should send their card to the Manager of the Dorchester Hotel, Park Lane, W.1. to reach him not later than Monday, Sept. 7th, 1953.

Ch. GYSIN

Hon. Secretary.

A serious motoring accident occurred at the foot of the Monte Ceneri, when two cars met with a head on collision, the driver and two passengers of one of the cars were killed.

The names of the victims are: Luigi Bianchi of Viganello, Egidio Broggi, and Mlle. Beatrice Pellini, both of Rovio. [A.T.S.]

The following deaths are reported from Switzerland:

Dr. Max Wey, Mayor of the town of Lucerne, in Lucerne, at the age of 62.

The deceased was born in Lucerne in 1892. After having studied law, he obtained a post as secretary of the Finance and Police administration of the town of Lucerne. In 1919, Dr. Wey was elected a member of the Grand Council of the canton of Lucerne to which he belonged until his death. Two years later (1921) he became a member of the cantonal government, which post he relinquished in 1927, when he was nominated a member of the "Stadtrat". In 1939, Dr. Wey was elected Mayor of the town of Lucerne, in succession to Dr. J. Zimmerli. Since 1935, he had sat in Parliament (National Council). From 1941-1948 he had held the post of President of the Swiss Liberal Party.

Dr. Placid Nicod, formerly Professor of Medicine at the University of Lausanne, in Lausanne, at the age of 77.

Dr. Alfons Ehinger, Banker, in Basle, aged 61. He was formerly a member of the Board of "Swissair" and "Balair", and was one of the pioneers of Swiss air traffic.

Colonel Dr. vet. Ernst Joss "Korpsspferdearzt" of the 2nd Army-Corps, in Grosshöchstetten, aged 63.

Dr. med Max Düring, a well-known medical practitioner in Lucerne, in Stans, at the age of 64. [A.T.S.]

The undermentioned anniversaries are published in the Swiss Press:

Dr. Albert Barraud (80) from 1915-1944 Professor of ear-nose-and throat diseases at the University of Lausanne.

Eugen Scotoni-Gassmann (80) Builder. Amongst the many buildings which he has erected are the "Bel-Air Metropol", Lausanne, the "Zum Rappolts-hof", Basle, and the "Bleicherhof", Zurich.

Dr. Lorenz Joos (80) Conservator of the "Rhätischen Museum", Chur.

Max Rascher (70), well-known Publisher in Zurich, and President of the "Schweizerischen Buchhändlerverband".

Emil Bebler (70) formerly General Manager of the "Schweizerischen Rückversicherungsgesellschaft" Zurich. [A.T.S.]

The following couples have celebrated their Diamond wedding anniversary (60) in Switzerland: Mr. & Mrs. Ernest Rodolf-Schwab of Kerzers, and Mr. & Mrs. J. G. Kuhn-Wegmann of Uster. [A.T.S.]

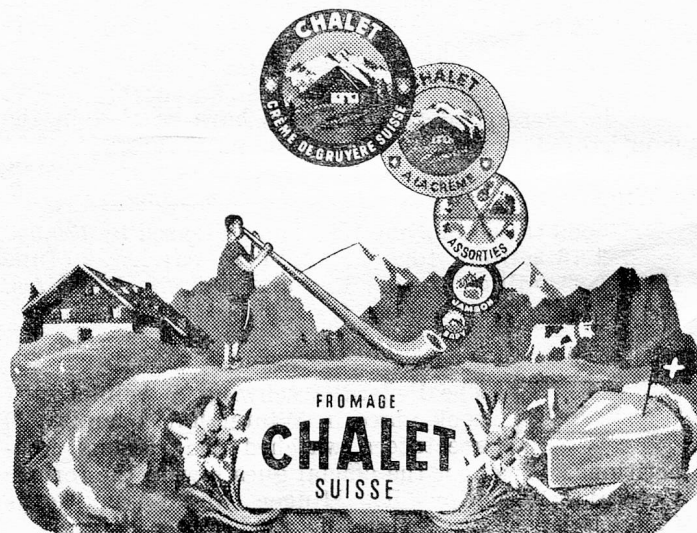
First official test transmissions of the Swiss television service start this autumn. But unofficial programmes have already been screened, and these are planned to continue, one hour a day three times a week, until the formal "switch-on". During the trial period programmes will be put over as if they were being received by thousands of viewers, and instruc-

tions have gone out to programme planners and designers that great attention is to be paid to the question of scenery, which is considered to be of great importance. But few hard and fast rules have been laid down. The staff — members of which have been drawn from all regions of the country — is expected to find its own answers to problems when they arise, for Switzerland wants to create its own highly individual TV style. Programmes, it is hoped, will be a means of expressing the unique Swiss personality in this new medium.

Raymond Lambert, the world-famous Alpine climber and guide from Geneva, attended the Everest reception at Buckingham Palace as a guest of the Queen. There he met Sir Edmund Hillary and Sherpa "Tiger" Tensing, conquerors of the world's highest mountain, who told him that part of their success was due to the help he had given when the historic climb was being planned. For it was Lambert, also with Tensing as his companion, who during the Swiss assault last year climbed to within 200 yards of Everest's summit, only to be driven back by bad weather. The lessons he learned were passed on to Colonel Sir John Hunt, leader of the British team.

First prize in a window dressing competition held in Rome on behalf of the International Help for the Children Fund went to the Swiss National Tourist Office. The window of the SNTO's Rome office depicted the facilities offered to families and school-children by the Swiss Railways, and the centrepiece was a poster by Pierre Monnerat. Also on view was a working model of a Swiss electric railway. In addition to the first prize the SNTO was awarded a silver medal.

The first performance of Schiller's "William Tell" which is given every year in Altdorf, centre of Switzerland's authentic William Tell country, has taken place with great success. The five-act play is being performed by a local company under the direction of W. J. Ammann. The cost of seats is very moderate, and there are special rates for schools and other groups. Full details can be obtained on application to the Tellspielbureau, Altdorf, Switzerland.



David Louis Saugy, well-known in his native Switzerland and throughout the world for the remarkable success of his paper-cut designs, has died in the Swiss village of Rougemont. By profession a postal worker, he started his artistic career by designing and then cutting out of paper animals, flowers and country scenes. Soon he became an acknowledged expert in this novel form of art, but it was not until he retired from the postal administration that he devoted his full time to it. Working while lying on his back, he turned out many charming works, which delighted collectors in Britain and the United States. Several of them are on view in museums in London, Paris and Brussels.

* * *

Tribute to Swiss help in the field of technical assistance has been paid during the present session of the United Nations' Economic and Social Council, held in Geneva. Not only is Switzerland's financial contribution the sum of one million Swiss francs, but the services offered by Switzerland are estimated to equal three times the amount of the fixed contribution. At present 37 Swiss experts are at work in 18 countries in Europe, Asia, Africa and America, while nine specialists are working on the organisation of different programmes in the offices of the specialised organisations. They include agricultural experts, electrical engineers, specialists in afforestation and soil conservation, geologists, doctors, mineralogists, teachers and industrial organiser.

Said Mr. David Owen, president of the office: "Swiss experts are of a particularly high quality and all the countries to which they have been sent have greatly appreciated their services."

* * *

Worthy additions to the fleet of the famous "Red Arrow" railcars, well known to visitors to Switzerland, are two new railcars, being put into service by the Swiss Federal Railways. The first has already been tried out by the Swiss Press and has been the subject of enthusiastic reports.

Each accommodates 123 people seated, which will be welcomed by organisers of group excursions. At

each end of the railcar is a spacious compartment containing 20 upholstered seats while in the centre are two smoking saloons (each with 18 seats). A buffet and other services are also provided.

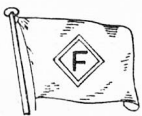
One important feature is the clear view afforded by the large windows. Partitions between compartments are also transparent so as not to interfere with visibility. Fluorescent lighting is installed, and there is an automatic electric heating system which results in constant temperature. The railcars can travel at a maximum speed of 78 miles an hour (125 km/h).

* * *

English-language guides have been prepared for travellers using six of the most picturesque Alpine roads in Switzerland — those over the passes of Susten, Simplon, Maloja, Furka, Grimsel and Gotthard — as well as two which deal with the Lugano and Locarno regions in southern Switzerland. These eight, specially written for visitors from Britain and the United States, are among 25 pocket-sized guides now issued by the Swiss postal administration to cover routes used by the distinctive yellow postal buses of Switzerland. They contain an overall description of the route, including sections on history, geology, flora and fauna, as well as drawings and photographs and an easy-to-follow large-scale map. Copies can be obtained from the Swiss National Tourist Office, 458 Strand, London W.C.2. Price 2/6d.

* * *

The "Loetschberg Company", as it is popularly called, is this year celebrating forty years of its operation. It was founded in 1906 with the aim of constructing and operating a railway link between Frutigen, Kandersteg and Brigue. It bought up the normal-gauge line from Spiez to Frutigen, which had been put into service in 1901, and electrified it. In 1913 it absorbed the young Lake of Thun Railway Company, born only a year earlier as the result of the amalgamations, among them that of 1915 with the Thun and Brienz Steamship Company. The Loetschberg Company has itself sprung from a series of amalgamations, among them that of 1915 with the Moutier-Lengnau Line using the five-mile-long



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Granges-Soleure (or Grenchenberg) Tunnel; and operates the Spiez to Erlenbach, Erlenbach to Zweisimmen, Thun to Berne via Belp, Berne to Schwarzenburg, and Berne to Neuchâtel lines on behalf of the respective companies.

The building of the Loetschberg Tunnel began in 1906 over a length of more than eight miles. An underground culvert leading from the glacier moraines in the Gastern Valley erupted into the shaft, and a solid mass of mud estimated at 23,000 cubic feet choked it along a distance of nearly a mile; a number of workmen lost their lives. In 1908 others fell victim at Goppenstein, at the southern mouth of the tunnel, to an avalanche which destroyed several buildings. It became necessary to alter the course of the tunnel and lengthen it over nine miles.

On 15th July, 1913, the line from Frutigen via Kandersteg to Brigue was inaugurated, and the entire system was electrically operated. On the mountain crossing between Frutigen and Brigue the maximum gradient is 1 in 37; the great tunnel section between Kandersteg and Goppenstein is double-track; the inclines over the same stretch lie ready for the laying of a second track. The line contains an amazing sequence of technical masterpieces in the shape of thirty-eight tunnels between Spiez and Brigue with an aggregate length of nearly eighteen miles; of these no less than twenty-five, totalling about four-and-half miles, follow one another in quick succession on the section between Goppenstein and Brigue, where the line looks down on the Lonza ravines and the Rhône Valley.

* * *

The work of organising the big international Tourist and Hotel Trades Exhibition, to open at Berne next Spring, has made great strides. The Committee has sanctioned a plan for constructions involving an estimated outlay of SFrs. 2,000,000 towards the building of the halls and the arrangement of the site. Operations will start on 1st October with a view to finishing the approaches, avenues and lawns before winter sets in, and allowing the gardeners to set to work in good time.

* * *

The Swiss bakers, confectioners, butchers and grocers will show their ware within the framework of the culinary exhibition, which, it should be noted, is to comprise a stand where the public may compare the various kinds of bread consumed in Switzerland, and maybe those abroad as well; this is bound to elicit much interest. There is also to be a section reserved for modern alimentation and alimentary systems, including a dietetic shop, a vegetarian restaurant, and displays of alimentary produce. Another section promising to be equally enlightening and interesting will be that devoted to wines, which is to contain a rational representation of all viticultural and oenological questions, cellars such as are required for storing and otherwise handling wines, and stands where the best home and foreign vintages may be tasted.

The tourist section will show the diverse modern means of transport; and a hotel in full swing, complete with lobby, between ten and thirteen rooms of different categories, a linen store, kitchens, etc.

Furthermore, the committee of this great Bernese exhibition are promoting a literary competition of an

international character open to authors, writers and editors of all countries, no matter what their language. A panel will judge books containing culinary information and recipes, books on beverages, gastronomic writings and other works related to the hotel trade. Gold, silver and bronze medals will be empowered to make a special award to the printers of each work whose typographical setting is of outstanding merit.

Entries must be in the hands of the panel by 1st October, 1953, at the latest. These and applications for entry forms, should be addressed to the Berne Municipal Library.

* * *

The Swiss Federal Railways in 1952 transported 48,035 cars, 896 vans, and 838 motor cycles — a total of 49,769 vehicles — through the St. Gotthard Tunnel. Figures for the Simplon Tunnel during the same period are — 8131 cars, 124 vans, and 24 motor cycles.

* * *

The total energy generated by Swiss power stations during the year to September, 1952, reached the new record figure of 12,583 million kWh against 12,191 million kWh in 1950-51. Of this, 43 per cent. fell, as before, into the winter half (October 1 to March 31). Thermal generators were responsible for 126 million kWh against 56 million kWh in the preceding period.

Normal consumption, i.e., exclusive of boilers and pumps for feeding the reservoirs, rose from 10,429 million kWh to 11,131 million kWh or by 6.7 per cent. and total consumption increased from 11,554 million kWh to 12,408 million kWh (4.3 per cent.)

The rapid growth of demand for electric power during the last two winters has aggravated still further the unsatisfactory winter water supply situation. If hydrological conditions had been as unfavourable in the winter of 1951-52 as in 1949-50, 15 per cent. of the country's requirements would have had to be imported and it seems certain that this would in fact have been impossible. An improvement in winter production is under way as important power stations are actually under construction or about to be built. The annual productive capacity of stations put into service during 1952 was 165 million kWh, while that of stations under construction is no less than 3,545 million kWh.

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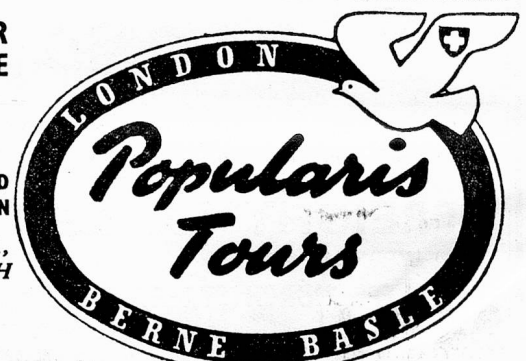
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An officer of the Swiss Alpine Brigade, who was undergoing an Alpine training course, fell on Tschingelhorn (11,790ft.), in the Bernese Oberland. Owing to his serious injuries it was difficult to carry him, and an attempt to rescue him by air was made. The Swiss air guard was summoned by portable wireless, and an aircraft soon after landed on the snowfield at 10,000ft. The officer was taken on board, and 15 minutes later was landed at Sion, where an ambulance was waiting. He was in hospital an hour after the accident, whereas 10 hours would have been necessary if ordinary means of transport had been used.

* * *

The foundation-stone of the first Mormon temple that Swiss Mormons are erecting for their community has been laid on a hill near Zollikofen in Canton Berne. The President of the Saints of Saints Church, Mr. David O. McKay, arrived for the occasion and blessed the future building, which will be the first Mormon temple in Europe.

* * *

Despite the favourable tourist season in the Grisons enjoyed in 1952, the number of passengers carried by the Rhaetian Railway that year was 5,588,294, against 5,673,350 in 1951. The decline was due entirely to the smaller number of third class, while the number of second class passengers rose to 227,955 from 223,723 in 1951.

* * *

Goods traffic also contracted, the total dropping

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to 388,580 tonnes, against 425,146 tonnes in 1951, contrasting with a rise of 26 per cent. between 1950 and 1951. The contraction is attributed to the general regress in goods traffic over Swiss railways in 1952, and to lower imports and intensified road competition.

OEPFELCHUECHLI REZAAPT.

Sehr geehrte Herr Zittigsdiräkter,

I dank Euch mit däm Wo vo mim Härz no übrig ischt (wenn nüd mee übrig blibe n'ischt si d'Wiiber schuld dra) dass Ihr min letschte n'Artikel verpubliziert heit.

Nu will i Euch es neus Rezäpt gä wie me n'Oepfelchuechli cha mache.

Me schniidet alli Löcher us em Chääs. Wenn das gmacht ischt, macht me n'es Loch zmitz im Miliö vo dr Rinde. (Miliö ischt französisch und heisst so viil als dr Platz vo däm s'überall gliich wit ischt wemme n'uusezue lauft; oder umgcheert, s'müend alli gliich wit schuene wenn si usse n'aafangt und iinezue lauft). Wenn s'Loch i d'Rinde gmacht ischt, frisst me sin Wääg im chreisumme n'uusezue. Me söll nüd z'schnäll im chreisumme frässe suscht wärd eim sürmlig. Gwüssi Lüüt müend natüürlig es zimlich grosses Loch mache bis si d'. . . äbbe sälli. . . drii bringet und cheu aafö bisse. D'Grössli vo dr. . . äbbe sälli. . . ischt natüürlig an Privaataaglähigkeit und geit die angere en Dräck aa so lang s'nünt zücht. Nu zrugg zue de n'Oepfelchuechli. Riib die uussgschnittene Löcher mit em Wäschlappe n'aab und tunk si in essigsuuri Tonärde. Wenn das gmacht ischt, leg si in es Gschirr, am beschte n'eis mit em e Hänkel dra; das ischt kes Wortschpiel! Derno mach es grosses Füür und leg es Efeublatt a Bodde. Wenn das gmacht ischt, steck dr rächt Zeigfinger is Füür und stell dr link Fuess uf's Efeublatt. Jetz chunt s'ganz Gheimniss vom Rezäpt. Wenn innerhalb drei Minute d'Löcher nünt zue Oepfelchuechli wärdet ischt das es Zeiche dass. . . me mues d'Füess wäsche.

I han das Rezäpt o im Ober-Bummeldinger General-Aazeiger verpubliziert. Viel Abonänte hän's gmacht. Die einde häts butzt u die angere si suscht läbenslänglich zum Schloofe verurteilt worde.

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