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HOME NEWS

Der schiefe Turm von St. Moritz soll dennoch gerettet werden. Die Gemeindeversammlung war nicht der gleichen Meinung wie der Gemeindevorstand. Der schiefe Turm sei das "Wahrzeichen des Dorfes." Wäre es nicht wesentlicher, 70,000 Fr. für eine neue Schöpfung auszugeben, in diesem St. Moritz, das auf dem Gebiete der Versorgung mit elektrischem Strom (nicht nur auf dem Gebiete der Hotellerie) pioniermässig vorangegangen ist. Ein schiefer Turm ist nicht das rechte Wahrzeichen einer hochalpinen stadtmässigen Siedelung, sondern das Wahrzeichen einer Sentimentalität, die vor der Wirklichkeit die Augen schliesst.

Trachten.

Unsere Trachtenfeste sind nicht besser. Sie mögen so hübsch, so unterhaltend und so festlich sein, wie sie wollen. Wir können nicht zum Alten zurück, wir können nur vorwärts, denn die gleichen Trachtenbauern werden zuhause den Motor installieren, werden ein Subventionsbegehren unterschreiben, werden sich nach der heutigen Welt einrichten müssen, wenn sie leben wollen. Die Trachten von ehemals haben so wenig mit echter Schweizerart zu tun wie die Trachten von heute. Gottseidank ist der Geist nicht vom Kleide abhängig. Je aufrichtiger wir der Wirklichkeit ins Auge schauen, umso besser für unsere Bauernschaft. Dass wir daneben unserem Hang zum Theaterspielen auch einige Tage gönnen, schadet uns nichts—wenn wir dabei nicht vergessen, dass wir Theater spielen...

Keine passendere Ergänzung zu den Trachtenfesten als die ersten Berichte der Kommissionen zum Studium der Entvölkerung der Hochgebirgstäler. Man sollte am nächsten Feste nicht nur die Augenfreude aufmarschieren lassen (zur Lust der Städter), sondern auch Veranschaulichungen des alpinen Wohnens (zehn Personen in einem Raum, vernagelte Fenster usw.), des alpinen Kretinismus, des alpinen Alkoholismus. Dann ist das Bild wenigstens vollständiger, wenn auch nicht so begeisternd. Warum überhaupt die "gute alte Zeit" (wo die Kinder starben wie die Fliegen, wo man bisweilen auch verhungerte) nur von der Seite der Tracht her zeigen? Jene, die schneidrig Entflohenen nachtrauern, brauchen ja nur Pestalozzi oder Jeremias Gotthelf zu lesen, um darüber belehrt zu werden, dass das "wahre" Schweizertum von anno dazumal recht unschöne Flecken hatte—allen Volkstrachten zum Trotz.

Steuern.

Die Summation des Kleinen: Wenn heute jemand ein Dreieckliterglas Bier trinkt, denkt er gewöhnlich nicht daran, dass in diesem Preis ein Sechstels-Rappen Steuer steckt (in Form von Zollgebühren für Malz und Gerste). Und doch ergeben diese unscheinbaren Bruchteile von Rappen zusammen eine Million Franken. Nun soll die Belastung auf 0,73 Rappen pro Glas gesteigert werden, um dementsprechend zugunsten unseres Staatshaushaltes mehr als eine Millionen einzubringen. Ob diese Steigerung der Steuer von einem Sechstel auf dreiviertel Rappen pro Glas Bier ohne Revolution des "freien Schweizlers" ablaufen wird?

Birnen.

Die Birnen reifen an den Bäumen. Dementsprechend fängt auch das Jammer an. Der alte Most im Keller ist noch nicht verkauft. Niemand will ihn. "Man trinkt jetzt Bier," sagen die Bauern. (Diese auf keine statistischen Unterlagen gestützte Meinung stimmt mit der Hoffnung der Brauereiindustrie, demnächst wieder auf der Friedenszahl von 3 Mill. Hektolitern anzukommen, ganz hübsch überein.) Wenn nun schon getrunken sein soll, so wäre es natürlich einfacher, unsere eigenen Birnen zu trinken, als Malz und Gerste aus dem Ausland einzuführen. Doch der Volkswille geschehe. Der Bauer verwandelt also seinen alten Most in Schnaps und macht neuen Most, den er wahrscheinlich nächstes Jahr wieder in Schnaps verwandeln wird. Glücklicherweise werden jeden Winter Mostbäume niedergemäht, glücklicherweise mehrt sich der Zwang zur Anpflanzung von Tafelobst, glücklicherweise steigt die Fabrikation von Süßmost. Doch vorläufig noch werden Birnen—den Kühen gefüttert!

Emmentaler Käse.

Die Schweizerische Bauernzeitung meldet, dass ein amerikanischer Professor, der in seiner Heimat gewohnt war, täglich echten Emmentalerkäse zu essen, auf seiner Schweizerreise, also in den schweizerischen Hotels, während drei Wochen nie Emmentaler Käse bekommen habe,

dass Australien die Erhöhung der Zollansätze auf Käse prüfe,

dass laut Wiener landwirtschaftlicher Zeitung eine schweizerische Finanzgruppe mit den interessierten slowakischen Kreisen Verhandlungen über eine grosszügige Aktion zur Rationalisierung der slowakischen Käseerzeugung eingeleitet habe.

Ich bin dafür, dass auch solche Geschehnisse an einem der nächsten Trachtenfeste durch entsprechend kostümierte Gruppen bildlich dargestellt werden.

Felix Moeschlin in "N.Z."

QUOTATIONS from the SWISS STOCK EXCHANGES.

BONDS.		Sept. 7		Sept. 14	
		Fr.	Fr.	Fr.	Fr.
Confederation 3% 1903		80.75		79.75	
5% 1917, VIII Mob.Ln		101.40		101.50	
Federal Railways 3½% A-K		84.37		84.12	
" 1924 IV Elect. Ln.		101.10		100.95	
SHARES.		Sept. 7		Sept. 14	
		Fr.	Fr.	Fr.	Fr.
Swiss Bank Corporation	...	500	783	803	
Crédit Suisse	...	500	855	875	
Union de Banques Suisses	...	500	731	737	
Société pour l'Industrie Chimique	1000	2645	2647		
Fabrique Chimique ci-dev. Sandoz	1000	4275	4225		
Soc. Ind. pour la Schappe	1000	2712	2805		
S.A. Brown Boveri	...	350	564	570	
C. F. Bally	1000	1250	1237		
Nestlé & Anglo-Swiss Cond. Milk Co.	200	757	772		
Entreprises Suizer S.A.	1000	1077	1090		
Comp. de Navig. sur le Lac Léman	500	357	558		
Linoleum A.G. Giubiasco	100	140	140		
Maschinenfabrik Oerlikon	500	754	762		

THE INTERNATIONAL FLYING MEETING
AT ZURICH, AUGUST 12th to 21st.

With all the newspapers billing and booming Transatlantic flights nothing has found its way into the English daily Press about the important aviation meeting which took place at Zurich last month, and it is really a pleasure to learn from such a well-known lady owner-pilot as Mrs. Sophie C. Elliott-Lynn that Switzerland is doing very useful work in this modern field of enterprise. The following extracts are taken from an unusually interesting report, which the lady supplied to *Flight* (Sept. 1st):

The Zurich International Flying Meeting has been organised on a more ambitious scale than probably any other individual meeting. Over a thousand machines have come from all corners of Europe to compete in the numerous events on the programme.

The greatest interest centres round the "Aerobatics" Competition, the circular mountain races for light and heavy machines coming a good second. It is surprising that, with the machines and the pilots we have in England, these competitions should have been almost entirely neglected by Great Britain, the only competing machine being an Avro "Avian," in the light 'plane class.

Amongst the competitors Fronval, on a Morane-Saulnier 130 h.p. Clerget appealed to her as the favourite, his machine looking extraordinarily like a bird-cage from a side view.

"He specialises in non-stop rolling and stunting, having on a similar machine, some years ago, looped 962 times in succession. His colour scheme is particularly noteworthy. The machine is a deep sky-blue, with the under surface of wings and fuselage centred in silver, the upper portion of both wings and fuselage being centred with vivid orange. This gives an extraordinarily vivid splash of colour in the sky in any weather."

The feats of another aviator named Fiesler, who in his "Schwalbe" used a 110 h.p. Siemens engine which appeared as controllable on its back as right way up, she describes as follows:—

"On Wednesday morning, August 17th, Fiesler put up a new officially observed world's record by flying upside down for 10 minutes 56 4/5 secs. He flew mostly in wide turns, gaining height all the time. On turning back to normal position, he lost sight for a time, and almost lost consciousness. He landed with great difficulty, and in a semi-fainting condition. He was, however, up again later in the afternoon, doing half rolls, loops and Immelmans off his back.

One of his most effective stunts, I am told, is a double loop or 8, beginning with the inverted loop, into which he goes very much as do our Service "Moth" people in the "Double Bunt," but out of a very much steeper stall. He pulls the nose up till the machine is on the verge of a tail-slide before dropping down and under."

In the class of events confined to Swiss service pilots,

"The National Championship in aerobatics was won by Oblt. Herzog on a Hanriot, whose performance was of a very finished character.

An interesting inter-squadron relay race followed, in which the first man off had to make a circuit and drop a message, which was picked up by the next pilot, who had to run to his machine. The last pilot had to land and run with the message to the judge. It was won by "Adieu Mimi" team. Teams consisted of machines of one type, all fast and all slow machines being segregated.

The most interesting competition of the day, however, was the obstacle landing race. Owing to the great number of high power cables and wires all over the lower portions of the country (water power is always used), forced landing becomes difficult. Pilots in this mountainous country are always taught to fly over the impossible landing grounds of the Alps and their foothills at such an altitude that low ground can be reached by a glide in case of trouble. Owing to the steep nature of the hills this is always possible, but the network of wires in the valleys presents a natural obstacle to the pilot.

The competition was a direct outcome of part of the Service training. Two wires, lightly marked with streamers, were stretched 30 metres apart, and both the same distance above the ground (10 metres). The pilot had to land under the first wire and over the second on a mark. The competition was won by Oblt. Bornet on the popular Hanriot."

Mrs. Elliott-Lynn was the only British representative, and here is her account of her experiences:—

"On Monday evening the reception of the light aeroplanes took place. The Avro "Avian" arrived half an hour before "closing time" with Mrs. Lynn and Mr. Boyes on board. This machine, which is Mrs. Lynn's property, was taken over three weeks before, and had done over 120

hrs. when it reached Zurich, including the "Round the Aerodromes flight," a trip to Ireland, to Wales and Glasgow, as well as a journey to Poland last week. The machine had received no particular attention before coming to Switzerland, as it was merely intended to act there as a demonstration machine and carry a pair of interested spectators.

It had come out via Ostend and Cologne, and travelled down the Rhine. Numerous adventures had befallen it *en route*, including an enforced stay of 24 hours in Ostend while its triptyque was filled up, having been sent back to Croydon (intending private owners flying to the Continent please note)—a semi-forced landing for petrol on the side of a hill near Wiesbaden, and a very-much-suspected landing in French-occupied territory near Mentz.

On the arrival of the "Avian," Mrs. Lynn reported to the Secretary that the "Alpha-Avian" which had been entered for the competition for her to fly, could not come, but that she had brought a similar machine with a "Cirrus II" engine. The Committee immediately informed her that as she had entered the "Alpha-Avian," the change of engine did not matter, and G-EBRS could compete.

It was found that the machine was slightly too heavy, so with the help of Mr. Boyes—who worked like a nigger—and Imperial Airways' Mr. Parsons, the dual control, front seat, instruments, windcreens and every removable nut and bolt were taken out, and the weight brought down to the necessary 400 kilos."

Mrs. Lynn is full of praise for the thorough arrangements made by the promoters of the meeting:—

"One cannot speak too highly of the marvellous organisation of the whole meeting, on which the air staff and the civil authorities have been working for the past year. Every tiny detail and contretemps was provided for, and on every side every competitor was met with the most perfect courtesy and consideration. Unlike the organisers of certain other light aeroplane competitions, the ambition of the officials was to keep every machine in to the end and to do all in their power to help every competitor—without any favouring—into first place.

One had the delightful feeling throughout the whole contest that there was no need to worry about anything. One's petrol and oil, helping mechanics, weather reports, maps, photographs of the aerodrome to be visited, and even transport came along when wanted *without being asked for*...

A banquet given by the F.A.I., which is meeting this week in Zurich, and to which most of the competitors were invited, closed the day. It was a happy inspiration on the part of the Swiss organisation to make these two great occasions on this year's aviation coincide.

As good weather was promised, it was decided to hold the speed contest the following day, and consequently a car was sent to the hotel of each competitor at 4.30, with an official who saw to it that pilots and mechanics were fed at the railway station if the hotel could not come up to scratch—another little example of the thoughtfulness and care of the organising committee.

On arrival at the aerodrome one found all the machines lined up to start, with tanks filled from one's own supplies of fuel and sealed. Weather reports from all stations *en route* and photographs of all landing places, with markings, were also given to each competitor. In spite of a week's constant bad weather, low cloud and rain, Wednesday morning was the most perfect one could imagine, and every peak of the snow-clad Alps on the horizon stood out clearly.

Herr Lusser was first away on the Daimler-Klemm, but returned in a few minutes with oil trouble. The Mobiloil he had in the Mercedes engine was giving trouble. We were fortunate in being able to lend him a supply of our Castrol R, on which he continued his flight after draining out the other.

The flight to St. Gallen, the first aerodrome was over some very lovely mountain country not above 2,500 ft., and occupied 21.27 minutes (50 kms.). The aerodrome is a new one, and lies south-west of the town. At both this and the other landing-places the finishing line was extraordinarily easy to find, as a group of officials and police were in all cases at either end, and not alone was the line of linen about 2 ft. wide,

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