Zeitschrift: Helvetia : magazine of the Swiss Society of New Zealand
Herausgeber: Swiss Society of New Zealand
Band: 3 (1937-1938)
Heft: 1

Artikel: Swiss air-lines
Autor: [s.n.]
DOI: https://doi.org/10.5169/seals-943090

Nutzungsbedingungen
Die ETH-Bibliothek ist die Anbieterin der digitalisierten Zeitschriften. Sie besitzt keine Urheberrechte an den Zeitschriften und ist nicht verantwortlich für deren Inhalte. Die Rechte liegen in der Regel bei den Herausgebern beziehungsweise den externen Rechteinhabern. Siehe Rechtliche Hinweise.

Conditions d'utilisation
L'ETH Library est le fournisseur des revues numérisées. Elle ne détient aucun droit d'auteur sur les revues et n'est pas responsable de leur contenu. En règle générale, les droits sont détenus par les éditeurs ou les détenteurs de droits externes. Voir Informations légales.

Terms of use
The ETH Library is the provider of the digitised journals. It does not own any copyrights to the journals and is not responsible for their content. The rights usually lie with the publishers or the external rights holders. See Legal notice.

Download PDF: 29.11.2024

ETH-Bibliothek Zürich, E-Periodica, https://www.e-periodica.ch

Although the Summer in Switzerland which has just come to a close has been blessed with fine weather, much material damage has been done by hail and thunderstorms.

By the end of June 1937 the SCHWEIZ HAGELVERSICHERUNGS GESELLSCHAFT had received 4784 claims for respective damage. By end of July the total rose to 11,789. 23 Cantons suffered more or less from hail. The Canton of Berne heads the list with 2735 cases; then follows Tessin with 2572, Lucerne with 1530, St.Gall with 1084, Thurgau 828, Zurich 815, Aargau 586. The total amount of claims runs into 5½ Million Swiss francs.

The Rigi conquered by Automobile :

Guests and employees of the Hotel Rigi Rulm received a great surprise on the 30th July last when about 2 p.m. a motor car pulled up at the hotel. It was filled with Film operators and Journalists, - a pretty severe trial for a small car. The greatest handicap on this trip proved to be the road which in some places was not even as wide as the car, and great credit is due to the able driver, Kaiser Jnr. of Zug. The car left "SANTIBERG" above Weggis at 8.30 a.m. in a very dense fog. Through the many horseshoe bends with grades reaching at times 40%, the little car carried its own weight of 830 Kilos as well as an additional load of 250 Kilos besides the passengers and the driver. Obstacles grew in numbers as the car battled on its way to the summit. Past Rigi Kaltbad and Rigi Staffel when nearing the destination, even 34 steps with a 30% grade, were overcome. Notwithstanding the many hardships the car completed its journey without any mishap or damage. - A wonderful achievement.

Lately several letters from correspondents have appeared in certain Swiss papers, which recommended the use of the Swiss Dialects in addresses and speeches, in preference to the High German. These expressions of opinion were particularly intended for the Bunderfeier. A very unique proposition which nevertheless deserves every consideration. The dialect brings out much more sincerity and simplicity and will impress the hearer much more than a well studied speech in the High German. One writer says that a stirring patriotic speech referring to the significance of the 1 August can certainly be given, but that a dialectic speech would be much more impressive and would reach the heart of the hearer much more than phrases that have been learnt at school. It would also prevent speakers from mixing the High German with some dialect, a fact which occurs very often. Our mother tongue is a beautiful tongue, and deserves every consideration and encouragement. I, for one, who have been here in New Zealand for over 30 years, would very much appreciate the opportunity of hearing a good and hearty speech in the good old Appenzeller dialect.

==========

SWISS AIR - LINES.

More than a dozen international Air-Lines ply between all the important capitals of Europe and Switzerland. Thus, London and Vienna are only three hours distant from Switzerland by air; Amsterdam, Barcelona or Berlin a mere four hours. The principal Air-Lines have recently also run a service all through the winter. The six Swiss Customs Air-Ports are Basle-Birsfelden, Zurich-Dubendorf, Geneva-Cointrin, Berne-Belpmoos, Lausanne-Blecherette and St.Gall-Altenrhein. To these may be added about 20 private aerodromes and landing-places in the interior for sports and touring flights.

The international air services are undertaken by the "Swissair" Company (with administrative offices at Dubendorf near Zurich), in association with the foreign Air-Line companies, including Imperial Airways. The Swiss internal services are operated by the "Alpar-Bern" and the "Aero-St. Gallen." But machines and pilots are always ready, at the aforementioned six principal Air-Ports, for undertaking the well-known circular and alpine flights, as well as for conveying passengers and patients to any other Air-Port in Switzerland or abroad. And alpine flights are experiences worth marking.

The Aero Club of Switzerland, with its headquarters at Berne, is devoted to private and sports flying matters. It embraces some 20 branches in all the large towns, some of which maintain well patronised aeroplanes and glider schools.

==========

A D V E R T I S E M E N T S.

Mr. J. Maurer, Cameron St., WHANGAREI.
Jeweller & Watchmaker.

Mr. P. Cattin, TE KAUWHATA.
"Scintilla" Wine, Fruit & Honey.

Mr. Kerler, 477, Karangahape Rd., AUCKLAND.C.2.
Prams, Wicker-work, Toys, etc.

Mr. E. Cattin, 19, Willis Street, WELLINGTON.
Jeweller & Watchmaker.

Mr. E. Merz, Exclusive Textiles Ltd.,
35, High Street, AUCKLAND.C.1.
Embroideries, Underwear, Table-Sets.

==========

CORRESPONDENCE Please address to the Secretary :

W. UNGEMUTH,

Clarence Street,

NORTHCOTE, AUCKLAND.

++++++++++++++++++