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How un-democratic! Yes, but how necessary! Democracy is surely not the last word in human affairs, and rather than wreck and ruin our civilization, I would try a last remedy. "*Aux grands maux, les grands remèdes*" still holds good, and another favourite saying of mine is also not without justification in this connection: "Rather an end with terror, than a terror without an end!"

The Situation: Well, I have given you a few thoughts—sketchy, perhaps, not well put together, not well thought out even, but rambling *Thoughts* which have one single purpose: to make you think!

Quite appropriately following my above remarks comes news of—

Another Monna Lisa

The Star (13th June):—
The Marquis Robert d'Oyley has informed the "Matin" that he has discovered at Montreux, in Switzerland, a picture which, he contends, casts doubt upon the authenticity of the famous "Monna Lisa" in the Louvre, Paris.

He discovered the painting in the house of Mme. Cuenod, the wife of the English Consul at Montreux-Territet.

She told him that her great-grandfather, an Irishman named Monro, who spent his fortune on works of art, bought the picture as the original "Monna Lisa," by Leonardo da Vinci, in 1817 in Edinburgh for 3,000 guineas.

The picture is that of a beautiful young woman, much younger and handsomer than the portrait in the Louvre, but with the same enigmatical expression.

Professor Bode, a German expert, who restored the picture, declares that the Montreux portrait is either by Da Vinci or Luini, his best pupil.

The Louvre authorities declare that there can be no doubt that they possess the original "Monna Lisa," of which some hundreds of copies exist.

Appropriate, because whoever remembers the enigmatical smile of "Monna Lisa" might think that she smiles because, Cassandra-like, she sees how we are rushing to utter destruction.

Spahlinger Treatment.

Daily Herald (16th June):—
A party of medical M.P.s, including Drs. Salter, Shiels, and Williams, three Labour representatives, are to visit Switzerland to investigate the Spahlinger method of treating tuberculosis.

No "Soldiers' Councils" in the Swiss Army.

Morning Post (13th June):—
The National Council, continuing its discussion of the new military penal code, adopted to-day by a large majority an article directed against the formation of societies in the Army, such as "soldiers' councils" and the like, "which are calculated to undermine the spirit of discipline."

And, recognising that "Discipline is essential to the true exercise of Freedom," 'Kyburg' says "Hear, hear!" to the above, and proceeds.

Seeing Switzerland in a Light Car.

There must be a number of my readers who own a small car and who have asked themselves the question as to whether it would be worth while using it for a holiday in Switzerland. I myself, I confess, came to a negative conclusion, but the following article may help others to solve the problem.

Light Car and Cycle Car (12th June):—

Potent and innumerable are the inducements that Switzerland has to offer to the holiday-maker if he is a railway traveller. Everywhere he may find hotels in which he is well catered for and his own language is understood, while he can even ascend high mountains by means of rack-and-pinion railways or *funiculaires*.

The motorist, however, must needs consider, on the one hand, whether he is at any disadvantage by reason of his adoption of a different method of progression, and, on the other, whether in any way he can actually score over the train traveller in the way of access to regions unprovided with rails.

As to the first question, it may be pointed out that there are many view-points in Switzerland that are attainable only by rail or on foot. Lucerne, for example, has a galaxy of such in Pilatus, the Rigi, the Stanserhorn, the Burgenstock, etc., none of which eminences is provided with a road.

None the less, anyone who travels by motor, car in Switzerland can obtain access to picturesque regions that the non-motorist could pass through until recently only by means of tedious journeys in horsed vehicles. These, it is true, have now been displaced by Federal "autobuses" that, if the rail traveller has the sense to employ them, will give him a new idea of the attractions of the country. And, of course, the private car owner can travel over these desirable routes at his own sweet will instead of by time-table. He still suffers one disadvantage, however, in being debarred to some extent from a full realization of his desires. He has never been allowed to reach Zermatt by road, and the whole canton of the Grisons, which includes the beautiful Engadine, is now again closed to private cars.

Having duly noted, therefore, the districts to

which he cannot go, the motorist must next consider which of the well-known places is worth visiting and what is desirable to compress in the way of less-known but attractive regions.

In the first instance I should cross France to Geneva, which is on all accounts the best place by which to enter the country. From there the "route de Suisse" should be followed to Lausanne: it is the widest and best-maintained road in Switzerland, and unless the weather is cloudy, it offers superb views of Mont Blanc and the Savoy Alps. Arrived at Lausanne, one enjoys the first opportunity of breaking away to conspicuous advantage from the beaten track by striking northwards into the very interesting but little-known canton of Fribourg. There are two roughly parallel routes to Berne, and having traversed them both many times, I may state that it is best to take neither to the entire exclusion of the other, but to combine the two.

The road to Moudon should be followed in the first instance, and six kilometres farther on, at Lucens—recognizable by the fine chateau—one should turn right for the picturesquely posted old Roman town of Romont. Then one proceeds straight on to Fribourg, well worth a visit. Now, however, if one continued directly on to Berne, one would miss another Roman town—namely, Morat, or Murten. Without any material loss of distance, therefore, the tourist should hark back to the original road, for he will find Morat and its lake very charming, then on to Berne.

Continuing north-westwards, one reaches Lucerne by the best interior road in Switzerland, and may continue to Zurich for the sake of visiting another unconventional region—that of St. Gallen. The Lake of Zurich should be followed on the north bank to Rapperswill, and then a truly enjoyable run through Lichtensteig and Herisau brings one to St. Gallen, where English people are much appreciated.

Next, one may turn southwards for Sargans, where it is worth while to proceed to Ragatz if hotel accommodation is required for luncheon or for the night. The next objectives should be Walenstadt and Mollis, reached by fine roads, after which one heads for Glarus and the Klausen Pass. It is a modern mountain road, completed in 1900, and has curves of good radius. As a race to the summit is held annually, the climb obviously offers no difficulty to a touring car.

After crossing the pass to Atdorf, the visitor who has never seen the past part of the Lake of Lucerne may reasonably run out to Brunnen and back along the Axenstrasse. Then Andermatt should be reached, but instead of ascending the St. Gothard Pass, which is uninteresting, the tourist may look forward to enjoying a most impressive run over the Furka and Grimsel Passes in turn.

The Furka road brings one to the very edge of the famous Rhône glacier, while the descent of the Grimsel is strikingly picturesque and full of variety throughout. It is unquestionably the best spot in Switzerland from the road traveller's point of view. In passing I may mention that a very nice place to choose for the night's halt is the little hotel at Handegg, adjoining the beautiful waterfall of that name.

There is good running by the Lake of Brienz to Interlaken, whence Grindelwald and Lauterbrunnen may be visited, and then Thun should certainly be seen, and by all means a walk should be taken up to the chateau, whence a glorious evening glow on the Jungfrau and Blumisalpe, etc., may be viewed to exceptionally favourable advantage if the weather conditions are of the right kind.

Yet another journey over a Pass should be taken—namely, by the Col du Pillon to Aigle. It is quite easy, and the route is not so well known as it deserves. Finally, the Lac Léman may be surveyed along nearly its whole length to Nyon, where a good road over the Col de St. Cergues brings one to the frontier at La Cure.

The route I have briefly outlined has been chosen in the light of a long experience, and includes not only the majority of the conventional show-places, but brings in others that are little known but essentially attractive.

STOCK EXCHANGE PRICES.

	BONDS.		June 16		June 22		
Swiss Confederation 3% 1903	...	76.00%	...	76.50%	...	76.50%	
Swiss Confederation 5% 1923	...	99.12%	...	99.20%	...	99.20%	
Federal Railways A-K 3½%	...	80.35%	...	80.20%	...	80.20%	
Canton Basle-Stadt 5½% 1921	...	101.37%	...	101.37%	...	101.37%	
Canton Fribourg 3% 1892...	...	72.50%	...	72.37%	...	72.37%	
		SHARES.		June 16		June 22	
		Nom.	Prs.	Nom.	Prs.	Nom.	Prs.
Swiss Bank Corporation	...	500	660	500	660	500	660
Crédit Suisse	...	500	705	500	705	500	705
Union de Banques Suisses	...	500	574	500	573	500	573
Fabrique Chimique ci-dev. Sandoz	...	1000	3200	1000	3182	1000	3182
Société pour l'Industrie Chimique	...	1000	1739	1000	1700	1000	1700
C. F. Bally S.A.	...	1000	1217	1000	1227	1000	1227
Fabrique de Machines Oerlikon	...	500	702	500	695	500	695
Entreprises Sulzer	...	1000	845	1000	870	1000	870
S.A. Brown Boveri (new)	...	350	340	350	352	350	352
Nestlé & Anglo-Swiss Cond. Mk. Co.	...	200	218	200	214	200	204
Choc. Suisses Peter-Cailler-Kohler	...	100	198	100	197	100	197
Comp. de Nav'g'n sur le Lac Léman	...	500	590	500	585	500	585

EIDGENÖSSISCHE GLOSSEN.

Ordenssucht.

Kürzlich hat man im Nationalrat die Ordenssucht bedauert. Man hat auch versichert, dass der Ordensseggen dem Bundesrat missfalle. Mehr ist nicht geschehen. Wie weit wir es auf diesem Gebiete schon gebracht haben, zeigt der Fall des genferischen Alt-Strates Boveyron, der lieber Mitglied der Ehrenlegion ist, als Mitglied des Kreiseisenbahnrates des Schweizerischen Bundesbahnen. Wie soll man dieser Erkrankung der Demokratie entgegenzutreten? Es gibt zwei Wege. Erstens einmal können wir den Artikel 12 der Bundesverfassung ändern. Seine jetzige Form ist seltsam kompliziert und umständlich. Man teilt die Schweizer in zwei Kategorien ein: in solche, die annehmen, und in solche, die nicht annehmen dürfen. Man sagt am Schluss, das Annehmen von Orden sei allen Offizieren, Unteroffizieren und Soldaten untersagt. Rechtlich dürften also gewissermassen bloss die sogenannten Staatskrüppel einen Orden annehmen. Man könnte beim Anblick eines Ordensgeschmückten demnach ohne weiteres die Behauptung aufstellen: Er darf einen Orden tragen, weil er nicht zur Armee gehört! Es klingt wie ein schlechter Witz und ist doch nicht zu umgehen. Warum sind wir nicht konsequent? Schreiben wir doch einfach: Dem Schweizer ist die Annahme von Orden untersagt! Dann hätten wir in einem Satze gesagt, was jetzt in fünf Abschnitten gesagt werden muss. Und diese Aenderung der Bundesverfassung müsste naturgemäss ergänzt werden durch eine offizielle Mitteilung an die fremden Regierungen, sie möchten uns mit Orden versehen und für den Ausdruck der Dankbarkeit oder Ehrung einen anderen Weg wählen.

Eine Aenderung der Bundesverfassung tritt nicht von heute auf morgen ein. Wir könnten uns derweil auch noch auf eine andere Weise helfen. Mit Volksjustiz gewissermassen: Man dulde bei keiner öffentlichen Veranstaltung das Tragen von Orden. Ein Bundesrat weigere sich, an einem Feste teilzunehmen, wo die Schweizer mit Ordenszeichen im Knopfloche auftreten. Man mache es den Leuten deutlich, dass wir es nicht als eine Ehre betrachten, sondern als eine Schande, mit Orden gross zu tun. Wie wäre es, wenn einmal bei einer Tagung jene, deren Knopfloch leer ist, aufstünden und sagten: Wir verlangen die Entfernung der Ordenszeichen, sonst verlassen wir den Saal? Wahrscheinlich würde dadurch noch deutlicher als durch Bundesverfassungs-Paragrafen dokumentiert, dass wir der Meinung sind, europäische Arbeit sei ganz im Sinne unseres Wesens — nicht aber die Entgegennahme von Dank in der Form eines Ordens!

Zweifelsucht.

Bei Anlass des Geschäftsberichtes hat es Nationalrat Abt für nötig gefunden, uns vor einer Ueber-schätzung der Schiedsverträge zu warnen. So tönt immer noch das alte Lied. Es ist immer noch wie in jener "goldenen Zeit," da man auch in der Schweiz davor warnte, die Garantie der belgischen Neutralität ernst zu nehmen. Es gebe zwar Verträge, aber man solle doch rüsten, denn Verträge würden ja doch nicht gehalten. Unsere Anschauung war nicht besser als jene, die die Neutralität brach. Wenn wir heute wieder mit der gleichen Fahne den Völkern voranzumarschieren, so wird wieder ganz Europa den Schaden davon haben. Wenn wir in der Ungläubigkeit vorangehen, darf man nicht ver-

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