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HOME NEWS

As a result of a conference in Chur between the chief of the Federal Veterinary Office and local representatives of agricultural interests, the Grisons districts, which are suffering from the continued foot-and-mouth disease, are to be succoured at once; both healthy and affected cattle are to be purchased from the farmers concerned.

The Savoy Free Zones dispute has been the subject of a conference between the Federal Council and a delegation from Geneva, with the object of determining the terms of the memorandum to be lodged with the International Tribunal at The Hague.

Only 12 of the 198 members of the National Council are declining nomination for the general election which takes place on Saturday and Sunday, October 24th and 25th. No less than 101 lists, containing altogether 708 candidates, have been lodged. In some of the cantons the election fever is running very high, Basel-Land, for instance, has 28 candidates, though entitled to four seats only. In Zurich 163 aspire to the distinction, with 27 mandates, whilst the proportion in Bern is 121 to 34.

The Conseil Général of Neuchâtel has adopted a motion demanding the construction of an aerodrome near that town.

The accounts for 1924 of the Canton of Uri close with a deficit of Frs. 113,169, thus increasing the cantonal debt to over five million francs.

The municipal accounts of Winterthur show a surplus of Frs. 930,737 for the twelve months ending December, 1924.

Eduard Blumer, the "grand old man" of Glaris, died suddenly on October 7th in Schwanden at the age of 77. For no less than 38 years in succession he had occupied the office of Landammann of his canton, which he also represented in the National Council uninterruptedly for 25 years. Though in politics he did not subscribe to any particular party, he enjoyed, thanks to his rare qualities, an unassailable reputation and position in Government circles. He rendered the Confederation unique services in the conclusion of commercial treaties with France, Germany, Austria and Italy.

The Swiss wine harvest is stated to produce this season 550,000 hectolitres, against 375,000 hectolitres last year. At a conference in Schaffhausen of wine merchants in the eastern part of Switzerland doubts were expressed as to the possibility of disposing of this large harvest, in view of the heavy prices demanded by the growers and the large stocks still left over from previous years.

The Swiss Esperanto Society held their annual meeting last Sunday in Bienne. It is stated that Esperanto is now being taught in the official continuation classes in St. Gall and Le Locle, and that the staff of the postal and telegraph administration is receiving similar instruction in Bern and Geneva, partly at the expense of the Confederation. Several of the official publications of the Swiss Federal Railways and the Swiss Touring Office are now issued in Esperanto.

The Dornier works in Friedrichshafen are reported to be contemplating the purchase of a large tract of land on St. Gall territory for the purpose of erecting an aeroplane factory capable of employing about 600 hands.

The hundredth anniversary of Conrad Ferdinand Meyer's birth was celebrated last Sunday by a brilliant manifestation in the Tonhalle at Zurich.

Monignor Georgius Schmid, Bishop of Chur, is the recipient of a personal letter from Pope Pius XI. on the occasion of the fiftieth anniversary of his ordination. In recognition of his assiduous ministrations, the apostolic benediction is conferred upon the venerable dignitary and his diocese.

The late Mr. Georg Scherb, a dentist who recently died at Bern at the age of 80, left the

whole of his fortune of about Frs. 700,000 to the Insel Hospital in Bern, subject to minor legacies to the Salvation Army and institutions looking after the blind.

Neuchâtel hospitals benefit to the amount of Frs. 76,000 under the will of Madame A. Jean-Henry, the widow of a former cantonal councillor.

In Chuderacker, near Neukirch (Bischofszell), a farmstead, occupied by the two families Ebnöter and Eichenberger, was destroyed by fire; carelessness on the part of a small boy is said to be the cause.

A tourist, Mr. Otto Uhlmann, from Bern, who for four days previously had been reported missing, was found alive by a search party on Wednesday (Oct. 7th) on the Dündenhorn above Kandergrund; both thighs were broken.

After a long search fraught with considerable danger the body of the 20-year-old tourist, Adolf Grob, from Rapperswil, has been discovered in a mutilated condition in a couloir of the Mürtschenstock.

Three Lausanneis, members of the Diablerets section of the Swiss Alpine Club, met their death in one of the couloirs of the Rochers de Naye through one of them slipping at a dangerous passage and dragging the other two along, all being roped together. Their names are: Max Thilo-Privat, engineer; Aug. Lerch-Weber, architect; and M. Koussing-Poponanoff.

During a tour of inspection one of the sub-managers of the power-works in Vernayaz (Valais), Friedrich Hoser, of Rothrist (Aargau), fell into the river-bed near the Pissevache cataract, fracturing his skull; his body is to be transported to Winterthur for burial.

Joseph Hüslar, the proprietor of the Hotel Gütsch in Lucerne, died there after a short illness at the age of 60.

Stadtrat Konrad Leu died last Saturday in Schaffhausen at the age of 59; a public teacher by profession, he took a keen interest in the movement combatting alcoholism.

Through running in the darkness on Sunday night into a manure heap near Dörflingen (Schaffhausen) the passenger of a combination motorcycle was flung out of his seat and picked up dead; his name is Ernest Sigg, of Dörflingen. The driver himself escaped injury.

M. Eugène Mussard, a former director of the Swiss National Bank in Geneva, has met with a serious accident, his car colliding with a tram standard on the Lausanne-Pully road; he was conveyed to hospital suffering from external and internal injuries.

EXTRACTS FROM SWISS PAPERS.

— Ce n'était pas le bon ! — Un habitant de la commune de V., alcoolique invétéré et quelque peu aliéné, par surcroît, devait être interné, par mesure administrative, dans un asile de la contrée. Ce fut le syndic lui-même qui, en "Wageli," se chargea de conduire le patient vers sa nouvelle demeure; pour le maintenir de bonne humeur et éviter tout incident, il paya, en cours de route, force "demis" qu'il partagea avec son protégé, si bien que, avant d'arriver à l'asile, le brave syndic, sous l'effet des libations répétées, s'était endormi, laissant les rênes à son camarade. Celui-ci, beaucoup plus aguerri, n'avait qu'un léger "coup de soleil." Sous la conduite experte, la voiture atteignit sans encombre la maison hospitalière.

— J'amène le malade qui vous a été annoncé!... déclara alors froidement notre poivrot, en montrant le syndic affalé sur son siège et ronflant harmonieusement.

Ce ne traîna pas. En deux temps, trois mouvements, les infirmiers avaient descendu le nouveau pensionnaire et l'avaient fourré en cellule, toujours endormi. L'autre, cependant, s'était efforcé de gagner le large avec la voiture du syndic qu'il alla vendre, avec le cheval, dans une localité voisine. Inutile de dire à quoi passa le plus grande partie de l'argent.

Le syndic, cependant, les fumées de l'ivresse dissipées, fut stupéfait de se réveiller dans une bonne petite cellule matelassée. Au gardien, accouru à ses hurlements, il expliqua qu'il était le syndic de V., venu amener un fou à l'asile, etc. Il devait s'agir d'une méprise!...

— Oui, oui, on la connaît... se contenda de répondre le gardien, à qui on ne la faisait pas.

Il crut cependant devoir aller prévenir le directeur. Celui-ci, absent au moment de l'arrivée du syndic et de son protégé, se rendit dans la cellule et le petit malentendu s'expliqua. Mais le malheureux syndic, durant huit jours, n'osa pas reparaître au village où, aujourd'hui encore, il est l'objet de gorges chaudes de tous ses administrés. Il a jure, en tout cas, de ne plus jamais se charger de pareilles commissions! (Feuille d'AVIS.)

NOTES AND GLEANINGS.

By "KYBURG."

How it works.

According to *The People* (4th Oct.)—

A famous firm of silk manufacturers has acquired the Castle Blair (Dunfermline) linen factory for conversion into a Swiss silk-weaving factory, and a big hostel is being installed to accommodate the Swiss girls who are coming over to teach Highland lassies the art of silk-weaving.

It is anticipated that the Swiss maids will endeavour to teach Sandie and Jock the art of yodelling across the Scotch banks and braes!

There you are now, dear friends! England adopts Silk Duties, and the result is that a part of our Swiss industry, with Swiss workmen and girls, are transported to England or Scotland, as the case may be. Does anybody think this is for the good of Switzerland? It may be for the good of England, but if all countries do the same, the result is simply that a tremendous amount of economic force is being wasted by shifting established industry and *personnel* from one place to another. Costs of production are thereby increased and, taken all round, the result must logically be bad. One could not wish for a clearer example of how Tariff Reform works and how it inevitably must hit the human family, because it produces conditions which are uneconomical. Dixi!

Opening up of the Port of Basle.

The Journal of Commerce (Liverpool) (1st October):—

At the Nautical Institute, Rotterdam, a paper has been read by Mr. C. C. J. de l'Espinasse, Eng., a member of the Bureau of the Central Rhine Navigation Commission at Strasbourg, on 'Navigation on the Upper Reaches of the Rhine,' the part from Bingen to Basle. Near Bingen a natural obstruction in the river is met in the Bingen Loch, where scattered rocks in a bend of the river originally made navigation impossible, leaving only a narrow passage of about 30 feet width and 5 feet depth.

The part from Strasbourg to Basle is, however, still often cut off entirely for months at a time, and some miles below Basle a serious hindrance to navigation is met in the Isteiner Schwelle, a chalk rock, causing a serious disturbance in the water, and running practically dry at low water. The Swiss Government, whose efforts for a number of years have been directed towards making the port of Basle accessible to Rhine shipping throughout the year, prepared plans for the construction of a canal at the side of the Isteiner Schwelle, and for improvements to the river from this spot to Strasbourg, these plans, which were completed in 1922, having been approved by the Central Rhine Navigation Commission in April, 1925.

At the same time the French Government, in accordance with the stipulations of Article 358 of the Treaty of Versailles, applied to the Central Commission for leave to construct a canal from the Kembs to Strasbourg, and these plans have also been approved by the Commission.

In approving both plans, which in due course should make Basle accessible to Rhine shipping throughout the whole year, the Commission have considered that the Swiss plan can be carried out in considerably shorter time than will be necessary to construct the canal applied for by the French Government, and that it had no power to obstruct the Swiss authorities in their efforts to improve the shipping ways to Basle within the shortest time possible.

The above refers to an effort, on behalf of the interested countries, to nullify in some measure the effect of customs duties by making transport

Please reserve FRIDAY, NOVEMBER 27th.
for the BANQUET and BALL
of the CITY SWISS CLUB.