

**Zeitschrift:** The Swiss observer : the journal of the Federation of Swiss Societies in the UK  
**Herausgeber:** Federation of Swiss Societies in the United Kingdom  
**Band:** - (1932)  
**Heft:** 579

**Artikel:** L'accès de la Suisse à la mer  
**Autor:** [s.n.]  
**DOI:** <https://doi.org/10.5169/seals-696179>

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UNIONE TICINESE.

The 30th Annual Concert of the Unione Ticinese, in aid of the Society of Swiss Poor in London (Fonds de Secours Suisse) took place on Tuesday, November 22nd at Pagani's Restaurant, 42, Portland Street, W.

The concert started soon after the time indicated on the ticket, and was opened by a card conjurer who exhibited some remarkable tricks; a very famous Bridge expert sitting at the same table, exchanged most envious looks with the performer, who later on in the evening transformed himself into a ventriloquist, and his " exertions " in this sphere were also greatly appreciated by the audience.

A violin solo by Mr. Toome was also very much enjoyed. Judging from the great applause which greeted M. Alberto Conti, he seems to be no stranger to the Ticinesi, as a matter of fact, I have since been told, that he hails from the sunny canton of Ticino. He is the lucky owner of a powerful tenor voice, and you should have "seen" him sing, he " worked " not only with his vocal organs but every member of his body and his countenance gave due expression; apart from being a fine singer, I think he would make a capital " Yo, Yo " expert. I specially enjoyed the duet from " La Traviata " which he sang with Mlle. Threadwell. But the star turn of the evening was undoubtedly the appearance of Mlle Eva Cattaneo, a compatriot of ours. Those who heard her sing the aria " One fine day " from Mme. Butterfly, will not soon forget it, as an encore she gave the company a song called, " Song of songs," it was finely rendered and it simply brought " the house down." Here we have a first class artiste blessed with a golden voice, and it is a great pity that we have not an opportunity to hear her more often at functions in the Colony; she would do great credit to any programme.

After the conclusion of this most enjoyable programme, the company adjourned to the " Salone Regina Alessandra " where a most sumptuous supper was served, and I am sure that all the participants (well over a hundred) will agree with me, that the chef of Pagani's deserves a hearty vote of thanks. I can also testify that the cellar of Pagani's harbours some choice vintages.

Mr. W. Notari, the very popular President of the Unione Ticinese welcomed the company in a fine oration. He paid a great tribute to the unselfish and untiring work of the Committee of the Fonds de Secours. He especially singled out M. G. Marchand, who seems to be a sort of "sweet-heart " of the U. T., and I rather envy him, as it is no mean compliment to be called an " old friend " of such an illustrious Society.

M. Dupraz, the energetic President of the Fonds de Secours thanked in a witty speech for the help which our brethren from the Ticino are always giving to his Society.

M. Gambazzi an old and trusted member paid a just tribute to the President M. Notari, and to the family Meschini, who are so to say the backbone of the Society, this speech was replied to by M. Meschini jun., and he performed his task jolly well.—

As usual there was a great array of ladies, I intended to reserve for them a special paragraph; but not so long ago an intimate friend of mine, called me over the coals for always calling them beautiful and exquisite, saying that some of them look quite plain to him. (Isn't he rude?) I explained to him that when I call them beautiful, I do not always mean a pretty face. There are various types of beauty. A pretty face is not always " beautiful," a plain woman if she is interesting to talk to, is to me beautiful in a different sense, then again a plain face can have beautiful eyes, or a beautiful smile, or she can have a fine-shaped ankle, etc., etc; in fact, I truly believe there is not one lady who has not something beautiful about her — God bless them all!—

I am getting on nicely, — some months ago I was greeted and introduced to the company as the " Jovial Monk of the Colony," last Tuesday, the Chairman referred to me as the " Humorist of the Colony." Somehow I preferred my former title, although I thought it would have been more to the point to call me the " Jovial Monkey, etc." I am not quite sure why I deserve to be called the " official humorist." I try, of course, very hard to make the reports of the various Banquets as interesting as possible; considering that all these functions are all run on the same lines; my readers would certainly have been tired long ago to read the many reports, had I not made a, perhaps feeble attempt, to brighten them up a bit with what my friend calls " humour."

Yes, I deliberately say, that most, if not all these functions are by now of a stereotype fashion. The President, whoever he is, of course, always gets up and tells everybody that he is frightfully pleased to see so many members and friends present, he invariably makes an excuse for talking at all, saying that he would be very short, yet going on very gaily for ever and ever. Then there is always that *infernal* bachelor rising, to pay

most wonderful compliments to the ladies, I am sick and tired of him, why on earth he has the cheek to eulogize the ladies, when he knows nothing about them, passes my comprehension, and the simple question, " if you believe all you just said, why do you not marry one of those delightful creatures?" would " squash " him once and for all. It makes me quite wild; but that isn't all, usually a man is designated to reply to this toast why on earth a lady can't be entrusted with this task has ever remained a mystery to me.

But I have wandered from what I was going to say, I am still troubled at having been called a " humorist," it is a serious thing for a journalist, even if he is only an amateur to be labelled thus; it means that he is expected to be always funny, and that is the last thing I desire to be. I have written a good many articles without making any funny remarks, as a matter of fact, I wish to be taken seriously at times. True enough I always try to smile, why should I not smile, life is sad enough as it is, but I will now let my readers into a secret, that " infernal smile " is not real, I usually put that grin on my face about ten minutes before I enter the Banqueting Hall, and I keep on grinning until the " show " is over. Some of my readers may ask why should I exert myself in this manner; well here is the answer: first of all, I usually get a free dinner, a bottle of wine, and if I am lucky a cigar, that makes me smile because I can deduct a certain amount from the housekeeping money allotted to my good lady. Then, of course, I get often seated in a most prominent position, and I am therefore in the full view of the company, now if I would pull a long face, or even if I would look natural, all the guests would rightly remark, why do they put a miserable face like that at the top of the table. This grin, of course, is taken off as soon as I make my departing bow, and what I look like the next morning only my dear wife can tell. To let my readers into another secret, I may tell them, that my first attempt in writing were by no means of a humorous nature. I was, f.i., charged in my parental home, with the duty of writing a letter of condolence, whenever a relation or friend of the family took it into his or her head, to pass over into the great unknown, as a reward my father used to give me a brand new five franc piece, and at one time, I had the most earnest desire that all my aunts, uncles, cousins and other friends should say valet to this valley of sorrow, and I actually reckoned out how many five franc pieces that would mean; needless to say that, most of my relations, simply refused to " oblige " me. Then again, I had to write when somebody of the family got married, and that is not humorous, or when a " little one " arrived, and this too is not a joke, I understand. I have again wandered from my subject, but I am most anxious to rehabilitate my " character " in short, I want to be taken seriously.

Dancing then started, and I am told that many of the happy revellers left Pagani's in the early hours of the morning. I have had an opportunity to attend many of the gatherings of the " Unione Ticinese, and I always hugely enjoy to be with my friends from beyond the Gothard, they are a happy family and each time I am looking forward with pleasure to the next function.

ST.

L'ACCES DE LA SUISSE A LA MER.

Comme l'Anglais à complet à carreau, l' " amiral suisse " aura été pendant longtemps, une source inépuisable de plaisanteries. Le caractère essentiellement continental de la Confédération helvétique paraissait offrir aux émulés d'Alphonse Allais, un côté de comique irrésistible. Le jour est venu pourtant où l'éloignement de la Suisse de tout débouché maritime représente tout autre chose qu'un motif à s' " esbaudir."

La guerre européenne et mondiale de 1914-1918, avec son cortège de souffrances et de privations, est venue apporter à tous les peuples, neutres et belligérants, les leçons d'une dure expérience. La Suisse en eut sa large part. Coincée entre la France et l'Italie, d'une part, l'Allemagne et l'Autriche de l'autre, elle offrait un terrain merveilleusement propice à la contrebande et se prêtait mieux que tout autre pays à faciliter le ravitaillement des empires centraux. Il était naturel que la France, dès 1914, l'Italie, à partir de son entrée en guerre en mai 1915, ne l'entendissent point de la sorte.

C'est pourquoi, sans que nul sentiment de malveillance n'intervint dans ces mesures, la Suisse se trouva, pendant toute la durée des hostilités, dans une situation économique fort gênée et dans le plus grand embarras pour assurer le ravitaillement à peu près normal de sa population stable.

A cette époque, le problème de l'accès de la Suisse à la mer commença de se poser comme une nécessité impérieuse. Plusieurs solutions furent envisagées. Le Gouvernement français avait mis à la disposition des autorités fédérales une partie des quais et des docks de Sète, ce qui faisait pratiquement du petit havre méditerranéen le port suisse sur la mer. D'autre part, la distance relativement faible qui relie Gênes à la Suisse inclinait certains à penser que le grand port italien aurait été mieux désigné que tout autre pour con-

stituer le débouché suisse sur la mer si ardemment souhaité.

Toutefois, ce n'était là considérer que l'un des aspects du problème. Il ne suffisait pas de désigner un point de la côte océane ou méditerranéenne et de dire: désormais les marchandises d'outre-mer, dont la Suisse a besoin, seront concentrées et stockées là. Il fallait se préoccuper encore de leur acheminement jusqu'à la frontière helvétique.

Ces transports par voie ferrée offraient l'inconvénient d'être fort coûteux et de grever les produits, au moment de leur arrivée, de charges qui fatalement devaient en élever les prix de vente.

C'est pourquoi, dès le temps de la guerre, on envisagea comme la solution la plus pratique et la moins coûteuse à la longue — quel que dût être le montant des frais d'installation — le principe de la navigation fluviale. Bâle allait devenir le port maritime de la Suisse. On y en concentrerait les marchandises débarquées à Anvers et acheminées jusqu'à la grande cité helvétique, par le canal de l'Escaut et par le Rhin. Ainsi les deux peuples frères, le peuple suisse et le peuple belge, allaient se donner la main et jeter ensemble les fondements de la plus heureuse et féconde collaboration.

Il fallut commencer par procéder aux travaux de régularisation du Rhin. Ces travaux consistèrent à construire des épis pour contenir le courant dans un chenal navigable fixe. Ces travaux sont actuellement en cours d'exécution. Ils se poursuivent sur un parcours de cent kilomètres, de l'embouchure du canal de Kembs jusqu'à Strasbourg. On évalue à soixante millions de francs suisses — trois cents millions de francs français — les frais de cette grandiose entreprise. La Suisse assume le soixante pour cent du montant global de cette somme. Actuellement le transport des marchandises par voie d'eau se fait d'Anvers à Strasbourg. L'état des travaux entreprise entre la capitale de l'Alsace et Bâle permet d'espérer que l'an prochain, l'acheminement pourra être poursuivi de la même façon jusqu'au grand port bâlois.

Car on ne s'est pas contenté de travailler à la navigabilité du Rhin. Il a fallu procéder aux installations nécessaires pour assurer à la ville de Bâle les avantages d'un trafic maritime régulier. Après de premiers et encore timides essais, les autorités cantonales avaient fini par faire procéder à la construction de quelques grues. Puis on entreprit de creuser un bassin aujourd'hui achevé, muni de ponts transbordeurs, de vastes entrepôts et de places de dépôts. On y compte à l'heure actuelle quatorze grues électriques, cinq ponts roulants, trois aspirateurs à céréales. Trois compagnies de navigation ont fait creuser tout près de là des silos d'une capacité totale de trente mille tonnes.

L'effort ne s'est pas arrêté là. On s'est également soucié de créer une flotte rhénane nationale. La Société Suisse de Remorquage fut fondée en 1919 avec l'appui des Chemins de fer fédéraux, de plusieurs gouvernements cantonaux et d'un grand nombre d'industriels et de gros commerçants. Grâce à cette flotte, la Suisse a pris place dans le groupement des Etats riverains du Rhin. La Société Suisse des Remorquages s'est préoccupée avant tout d'augmenter les relations entre les ports belges et la Suisse et, dans ce but, a fondé plusieurs sucursales. Sa filiale est la Société anonyme " Chargeurs belgo-suisse," fondée à Anvers il y a trois ans.

Quelques chiffres en diront plus que de longues considérations. En 1931, le trafic total du port de Bâle a été d'un million trois cent mille tonnes. Ce montant ne comporte pas bien entendu, celui des marchandises transportées par chemin de fer de Strasbourg et de Kehl à Bâle. Les contingents les plus importants sont ceux du charbon, du coke, des céréales, des matières premières nécessaires à l'industrie; fer brut, pyrites, phosphates, arachide, benzine, sucre, huiles. On calcule qu'après l'achèvement des travaux en cours d'exécution pour la navigabilité du Rhin, le montant du trafic atteindra deux millions de tonnes.

Comme on le faisait remarquer plus haut, le principal avantage de la navigation fluviale est la diminution des frais de transport. Non seulement ce genre de transports entraîne des frais relativement minimes mais les Compagnies de chemins de fer, pour lesquelles le trafic par voie d'eau constitue une grave concurrence, ont réduit leurs tarifs ces dernières années.

Ainsi, comme le faisait observer dernièrement M. Jacquet, directeur de la Société Suisse de Remorquage, la possession d'une voie navigable a permis d'avoir un élément régulateur des tarifs, ce qui, pour la Suisse, est d'une importance capitale.

La Belgique, de son côté, a gagné, du fait de la navigation sur le Rhin, la possibilité de s'ouvrir de nouveaux débouchés en Suisse pour un grand nombre de ses produits: charbon, huile de lin, etc.

Pour le transport des céréales, on a pu constater des avantages non moins appréciables, puisque la Suisse est, avec la Belgique et la Hollande, le seul pays qui n'ait pas, ces dernières années, apporté de restrictions à l'importation des grains.

Ainsi donc charbon, huiles, matières premières, céréales, benzine viennent s'accumuler aujourd'hui dans le port de Bâle, grâce à la navigation sur le Rhin. La Suisse est reliée à Anvers et aux grands ports de Hollande.

L'intensité des échanges est en voie de grand progrès.

Le problème de l'accès de la Suisse à la mer est pratiquement résolu. J.S.P.

**FOOTBALL.**

November 20th, 1932.

**FIRST LEAGUE.**

Bern	.....1	Etoile Ch. de F.	.....0
Grenchen	.....1	Racing	.....2
Montreux	.....2	Solothurn	.....5
Cantonal	.....2	Bözingen	.....1
Old Boys	.....0	Locarno	.....4
Luzern	.....0	Seebach	.....0
Oerlikon	.....0	Winterthur	.....4
Bellinzona	.....2	St. Gallen	.....2

**CHALLENGE NATIONAL.**

Servette	.....0	Grasshoppers	.....3
Basel	.....5	Concordia	.....0
Zürich	.....1	Carouge	.....1
Young Fellows	.....7	Nordstern	.....0
Biel	.....5	Aarau	.....0
Urania	.....7	Blue Stars	.....0
Young Boys	.....3	Chaux-de-Fonds	.....3
Lugano	.....3	Lausanne-Sports	.....0

And so the First League also has completed the first half of their championship games. Bern close up with the leaders, Grenchen who lost their first game and point. Solothurn advance from 8th to sixth place, so that we find the two newcomers at the bottom of the table. — In the other group, Locarno have a clear lead of 2 points from Winterthur, who appear to have run into form. The next four places are held by Brühl, St. Gallen, Seebach and Bellinzona with 9 points each, Luzern 8 points, and the tail, Old Boys and Oerlikon. Only three points separate the 5 top clubs and the struggle for promotion will become very keen when the championship programme is resumed on the 29th January, 1933.

Herewith the Midway Tables of the First League:

	Goals				Pts.		
	P.	W.	D.	L.			
Grenchen	8	7	0	1	28	8	14
Bern	8	7	0	1	24	9	14
Racing	8	6	0	2	24	19	12
Etoile	8	5	0	3	14	13	10
Cantonal	8	4	0	4	14	14	8
Solothurn	8	2	1	5	15	19	5
Olten	8	2	0	6	17	27	4
Bözingen	8	1	1	6	13	20	3
Montreux	8	1	0	7	12	32	2

	Goals				Pts.		
	P.	W.	D.	L.			
Locarno	8	5	2	1	30	14	12
Winterthur	8	4	2	2	17	13	10
Brühl	8	3	3	2	13	10	9
St. Gallen	8	3	3	2	16	13	9
Seebach	8	3	3	2	16	14	9
Bellinzona	8	3	3	2	19	20	9
Luzern	8	2	4	2	15	15	8
Old Boys	8	1	2	5	11	19	4
Oerlikon	8	0	2	6	7	26	2

In the Challenge National, that newly-born intermediate championship, the clubs of Group 1 had considerably the better of the argument. Grasshoppers, Basel, Lugano, Urania, Biel and Young Fellows all won handsomely and with something to spare. Chaux-de-Fonds held the leaders of Group 2, Young Boys to a draw in Bern, (very good performance, that) and lowly Carouge, with one point only to their credit, were as good as Zurich with their seven points. It would be too early to arrive at conclusions concerning the respective playing strength in the two National League groups, but this first round makes you wonder.

**SWISS CUP, ROUND 3.**

These games will be played on December 4th. In the draw Dame Fortune smiled on the remaining eight National League Clubs. They have all steered clear of each other, four being drawn at home and four away.

**EASTERN ZONE.**

Lugano NL	v	St. Gallen LI
Juventus LI	v	Grasshoppers NL
Zürich NL	v	Winterthur LI
Bellinzona LI	v	Basel NL

**WESTERN ZONE.**

Montreux LI or	v	Urania NL
Moutier LI	v	Lausanne NL
Bern LI	v	Racing LI
Carouge NL	v	Cantonal LI
Young Boys NL	v	Cantonal LI

Will all the NL Clubs survive? They certainly ought to. Bern alone of the First League clubs stands a reasonable chance against Lausanne, seeing they are in good form and drawn at home. There may be some slight hopes for St. Gall in Lugano and Winterthur in Zürich, but I am afraid it will stop at the "hope." The other matches are foregone conclusions; or shall we get another surprise? M.G.

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Wednesday, December 7th, at 7.30 p.m. — Société de Secours Mutuels — Monthly Meeting, at 74, Charlotte Street, W.1.

Tuesday, December 13th, at 7 p.m. sharp. — "Diner d'Escalade." 5/- at "Pagani's," Great Portland Street, W.1. Tous les Genevois et amis sont très cordialement conviés.

Wednesday, December 14th, at 7 p.m. — Société de Secours Mutuels — Committee Meeting, at 74, Charlotte Street, W.1.

Wednesday, December 14th, at 8.30 p.m. — Swiss Mercantile Society Ltd. — Monthly Meeting, at Swiss House, 34/35, Fitzroy Square, W.1.

Friday, December 16th. — Students' Christmas Banquet and Ball, at Prince's Galleries, Piccadilly.

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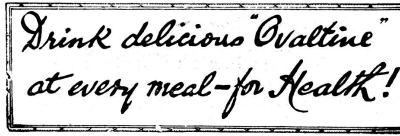
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