

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: - (1953)

Heft: 1215

Rubrik: news at random

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The Swiss Observer

FOUNDED IN 1919 BY PAUL F. BOEHRINGER.

The Official Organ of the Swiss Colony in Great Britain

Advisory Council: R. DE CINTRA (Chairman); O. F. BOEHRINGER, LS. CHAPUIS, J. EUSEBIO, GOTTFRIED KELLER, R. J. KELLER, R. PFENNINGER, A. STAUFFER, G. E. SUTER.

EDITED BY A. STAUFFER WITH THE CO-OPERATION OF MEMBERS OF THE SWISS COLONY IN GREAT BRITAIN.

Telephone: CLERKENWELL 2321/2.

Published Twice Monthly at 23, LEONARD STREET, E.C.2.

Telegrams: FREPRINCO, LONDON.

Vol. 38. No. 1215.

FRIDAY, OCTOBER 30th, 1953.

PRICE 11d.

PREPAID SUBSCRIPTION RATES. (Fortnightly issue.)

UNITED KINGDOM AND COLONIES	6 issues, post free	6/-
	12 issues, post free	11/6
	24 issues, post free	21/-
SWITZERLAND	12 issues, post free	Frs. 7.—
	24 issues, post free	Frs. 13.50

(Swiss subscriptions may be paid into Postscheck-Konto Basle V 5718).



NEWS AT RANDOM

Federal

The Federal Council has nominated Dr. Werner Fuchss to the post of Swiss Minister to the Republic of

Poland.

The new Minister was born in Zurich in 1903. He studied law at the Universities of Munich, Zurich and Heidelberg. He entered the Diplomatic Service in 1928, and held posts as Consular *Attaché* in Manchester and New York. On his promotion to Secretary of Legation (1936), Dr. Fuchss was transferred to The Hague and in 1940 returned to the Foreign Office in Berne. In 1941, he was sent to Lisbon, and three years later (1944) he was promoted to the rank of Counsellor of Legation and transferred to Washington as 1st Counsellor, which post he held until June, 1950, when he became *Chargé d'Affaires* in Venezuela and Panama.

* * *

Miss Frances Willis, the newly appointed American Ambassador to the Swiss Confederation, has presented her credentials to the President of the Confederation, and to Monsieur M. Petitpierre, Swiss Foreign Minister.

* * *

The Federal Council has appointed M. Théodore Curchod to the post of Swiss Consul in Leopoldville. He was born in 1913, and entered the Consular Service in 1946. He formerly held an appointment as Vice-Consul at the Swiss Consulate in Tananarive.

Cantonal

The Music Prize of the town of Zurich has been awarded to Mr. Paul Müller, Composer. [A.T.S.]

* * *

Dr. Hans Klee, Chairman of the Organisation of General Zionists in Switzerland, has been appointed editor of the "Israelitisches Wochenblatt", Zurich. [A.T.S.]

* * *

After a lengthy trial, judgment has been given by the 2nd Divisional Court, sitting at Thun in the

case of the slaughter of horses at the "Remonten-Depôt Thun".

Colonel Thommen has been acquitted. The costs of the case will be borne by the State. No compensation has been awarded to Colonel Thommen. [A.T.S.]

* * *

The Senate of the Technical University of Darmstadt has honoured Professor Alfred Walter of the University of Berne, with the degree of *doctor honoris causa*. [A.T.S.]

* * *

A military plane of the Morane type crashed at the Axalp near Brienz. The pilot, sergeant Hans Lavater, aged 22, of Ottikon (Ct. Zurich) was killed. [A.T.S.]

* * *

Abbé Louis Brodard, for many years a priest in Estavayer-le-Lac, (Ct. Fribourg), has been made an honorary citizen of the commune. [A.T.S.]

* * *

The town of Uznach (Ct. St. Gall) has conferred honorary citizenship on Mr. Joh. Schmucki-Klingler, President of the States Council. [A.T.S.]

* * *

The "Kaufmännische Direktorium", St. Gall has presented the cantonal government with two stained glass windows, to commemorate the jubilee of the canton's entry into the Confederation. [A.T.S.]

* * *

Protests against excessive noise at night have caused the municipality of Coire to ban motor-cycles from some streets between 11 p.m. and 5 a.m. [A.T.S.]

Xmas Greetings

Following former years' practice we propose to publish again in our December issue a collective greeting.

The high costs of Xmas cards, should induce many of our subscribers to make use of this facility to extend to their friends the compliments of the season.

Those of our readers and friends wishing to be included should forward name and address to our office not later than Friday, November 27th, 1953, together with remittance for 6/-.

During the first nine months of the current year, 189 traffic accidents have occurred in the canton of Basle-County. Seven persons were killed, and 199 injured. [A.T.S.]

Mr. H. Rüttimann (Kreuzlingen) has been elected Manager of the Cantonal Bank, Frauenfeld, in succession to Mr. J. Müller, who has vacated his post on reaching retiring age. [A.T.S.]

Charlie Chaplin has been presented with a gold watch by the authorities of the canton of Vaud, where he is now living.

At a small private reception in Lausanne, the actor was the guest of honour of the government of the canton, who made the presentation in admiration of his work. [A.T.S.]

Mr. and Mrs. Ferdinand Comte-Bitterlin of Yverdon, have celebrated their 65th wedding anniversary. The husband is ninety years of age, and his wife 83. [A.T.S.]

Two alpinists on a climbing excursion in the "Kreuzbergen" (Ct. Appenzell) lost their lives after falling down a distance of 120 m.

The names of the victims are: Felix Reinhardt, a pupil at the *Gymnasium*, Zurich, (aged 18), and Heinz Haering, a student of Zurich, (aged 20). [A.T.S.]

From July 1st to September 30th, 1953, 291 traffic accidents have occurred in the canton of Neuchâtel. 257 persons were injured of which 10 succumbed to their injuries. [A.T.S.]

The following deaths are reported from Switzerland:

Professor, Dr. Paul Steinmann-Burckhardt, a former teacher at the "Kantonsschule" Aarau, in Aarau, at the age of 69.

Colonel Heinrich Endemann, for many years at the head of the "Luzerner Brauerei", and from 1924-1933, "Platzkommandant" of Lucerne, in Lucerne aged 82.

Henri Chenaud, Director of the Visp-Zermatt

railway, and other industrial concerns, in Lausanne, at the age of 71.

Bernhard Theiler, Publisher and Editor of the "Höfner Volksblattes", in Wollerau (Ct. Schwyz), aged 50.

Dr. J. Müller-Müssner, a lawyer, and Editor of the "Sarganserländer" in Sargans, at the age of 60.

Antoine Foscale, a former President of the tribunal of Lavaux, and for 18 years Prefect of the Lavaux district, in Lausanne, aged 89.

Gaston Paillard, a teacher of English and French at the *Gymnasium* Montreux, and afterwards for 27 years a lecturer at the Commercial School, Lausanne, in Lausanne, aged 69. [A.T.S.]

The following anniversaries are announced in the Swiss Press:

August Steiner (70) of St. Gall, for 40 years editor of the "St. Galler Tagblatt", and author of the well-known novel: "Die Montaschner".

Hermann Tanner (80) of Berne. During the first world war, Major Tanner was a military correspondent at the Eastern Front. He is well-known in Swiss mountaineering circles. [A.T.S.]

Switzerland banned the import of rabbits because a rabbit disease is spreading in France, Italy and Belgium.

Raymond Lambert the Swiss mountaineer, who, heading a Swiss expedition, almost succeeded in 1952 in climbing Mount Everest, reaching a point only 800ft. from the peak, said in Milan after a lecture on

Nouvelle Société Helvétique

(LONDON GROUP)

On Friday, November 6th, 1953, 7 p.m.

at the

Vienna Café, Berkeley Arcade,
Baker Street, N.W.1.

OPEN MEETING

Dr. E. RICHENER,

(Editor "Neue Zürcher Zeitung")
will speak (in German) on:

"PRESSE- UND PARTEIPOLITISCHE
AKTUALITAETEN"

Admission Free — All Swiss and friends welcome.

O. A. DETTWILER
F.S.F.

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high mountaineering, that he hopes to organise soon another Everest expedition.

His life's ambition he declared is to reach the highest peak of Everest and to emulate the feat of the Hunt expedition.

Professor Emil Brunner, the eminent Swiss theologian, is leaving Switzerland for Japan, where he will be Professor of Christian Ethics and Philosophy in the International Christian University of Tokyo.

More than 8,000 people from 79 different countries have attended the World Assembly for Moral Re-armament this summer at Caux-sur Montreux, Switzerland.

Dr. Frank N. D. Buchman, the initiator of Moral Re-armament, in a statement, outlined the overall objectives of the Assembly thus: "Absolute moral standards are the well-spring of inspired statesmanship. We talk of peace and unity, but forget that no man who harbours illwill can solve the hates of nations. We talk of divine guidance, but forget that it is the pure in heart who see God. The key to new statesmanship is the new statesman."

Following last year's Assembly, Dr. Buchman took a force of 200 workers for the movement to India, Pakistan and Ceylon. To this year's gathering came two special planes from that sub-continent, containing Members of Parliament, senior industrial leaders from labour and management, and student officials. Spokesmen reported that Dr. Buchman's visit had "made the millions of Asia for the first time aware of an alternative to Communism."

People are asking who is Colonel Fluckiger, whose name has been put forward for the governorship of a Free Territory of Trieste. Colonel Fluckiger was first proposed by Britain and rejected by Russia, then by Russia and rejected by the Western Powers, and now Russia has put him up again. Colonel Fluckiger — in any other country but Switzerland he would be called general — was originally a solicitor in Bienne. His rise in the Reserve Army was such, however, to make him take up soldiering as a profession, and in the early stages of the war he commanded one of the divisions protecting the Swiss frontier. He then was given supervisory command over all the Swiss internment camps, and in this capacity first came into contact with the Russians.

When Switzerland at length recognised Soviet Russia and exchanged diplomatic representatives with her, Colonel Fluckiger became the first Swiss Minister in Moscow.

Federal Councillor Escher, Head of the Post Office and Railways Department, invited the Foreign Press Association in Switzerland to attend a study tour and conference in Locarno on September 18th and 19th.

Many members of the Association accepted the invitation and, at Brigue, embarked in three postal motor coaches waiting there to take the party up to the Simplon-Kulm, where the Board of the Post, Telegraph and Telephone Services had organized a reception. Thence, from the Simplon, the party continued its journey down to Domodossola and along the shores of Lake Maggiore to Locarno.

CITY SWISS CLUB

88th Annual Banquet and Ball

FRIDAY, 20th NOVEMBER, 1953

at the

DORCHESTER HOTEL, PARK LANE, LONDON, W.1.

In the Chair:

MONSIEUR HENRY DE TORRENTÉ, MINISTRE DE SUISSE (Honorary President)

RECEPTION 7 p.m. · DINNER at 7.30 p.m. · DANCING until 1 a.m.

Orchestra: LES BROWN and his Orchestra



EVENING DRESS (TAILS OR DINNER JACKET OR UNIFORM)

TICKETS £1 12. 6. (including gratuities)

Tables for parties of 10 or 12 can be arranged in due course.

On Friday evening, the Cantonal authorities of the Ticino acted as hosts and, the following day, the Association held its Annual General Meeting, presided over by R. A. Langford (Reuter's). With regret, the Meeting accepted the resignation of Mr. Etienne Journiac (Agence France-Presse) who acted as Secretary to the Association, for many years; Mr. R. E. Singer ("Le Soir", Brussels) was appointed in his place. On Saturday, a trip to the Brissago Islands had been planned, and was followed by a luncheon presided over by Federal Councillor Escher. The party made the return journey by train in drawing-room cars placed at their disposal by the Federal Railways. A farewell dinner was served in the dining car.

In his address to the Foreign Press Association, Federal Councillor Escher spoke of the efforts Switzerland had made to provide a satisfactory network of railways, despite the difficulties inherent to the terrain of this mountainous country. These efforts were also encouraged by the fact that for centuries past, other nations have always tended to use Switzerland's territory for transit and crossroads for international trade exchanges; Switzerland has always served as a link between northern and southern Europe. To facilitate their journeyings, men have always followed valleys to their head and rivers to their source, because they felt obscurely that these routes would enable them to cross mountain barriers more easily. And so, perforce, as Switzerland is situated in the heart of the direct north-to-south route across Europe, it has become the Continent's turntable.

"To-day, however", said Mr. Escher, "Switzerland's position as a railway centre is tending to weaken. The European network, as it was for many years — and indeed until the First World War — is beginning to show signs of disintegration, like the atom. For several reasons, all more or less founded on the question of finance, the national railways in neighbouring countries are trying to keep International transport on their own lines for as long stretches as possible. Hence Switzerland, which is but a small country amongst the larger nations, is in danger of being left out. Certainly, such a development has always menaced us. It is perfectly natural and logical that railway companies should, like any other commercial enterprises, seek to increase their business.

Nevertheless, faced with this competition, we have taken steps to keep the traffic on our own Swiss network as far as possible. We have speeded up our trains, sought to enhance their reputation for safety and reliability — in short, we have made every effort to keep ourselves in line with modern progress."

Mr. Escher further added that, in the past, German and French railway companies in the frontier regions, all tended to direct their mainlines towards Switzerland. Now, however, a perfectly legitimate desire to rationalize their methods has brought about a tendency to canalize their transports over certain lines, whereas Switzerland wishes to keep all the main railway routes open to heavy traffic. The recent loan of 140 million Swiss francs, which Switzerland has made to Germany to ensure electrification of the Karlsruhe-Bâle Line, is in keeping with this policy; it is to Switzerland's interest that this line should be modernized and well equipped. For the same reason, we are now examining the possibility of helping

France to electrify the Dijon-Vallorbe Line (on the Simplon route) and also the Strasbourg-Bâle Line. In the southern Alps, the Italian and Swiss Lines are magnificently organised and electrified as far as Milan, on both the Simplon and St. Gotthard-Chiasso Lines, and even beyond Milan towards Genoa and Rome as they soon will be to Venice.

After mentioning the great efforts made, both in Switzerland and in other countries, to re-establish normal and speedy communications, Mr. Escher added:

"Testifying to the advances we are making, I must mention the launching of the inter-city specials, such as: the Berne-Milan-Genoa, Geneva-Milan and Zurich-Milan; the Lausanne-Dijon Railcar on the Paris line, very recently indeed, the Helvetia-Express, running between Zurich and Frankfurt, shortly to be extended as far as Hamburg. I must also call your attention to the fact that the timetable of the Simplon-Orient Express was speeded up by six hours last May; that a new night train will be put in circulation three times weekly on the Bâle-Hamburg Line; that, at a forthcoming international railway time-table conference, the possibility of speeding up communication between Bâle and Amsterdam (via Brussels) is to be discussed. And, finally, that European railway companies are preparing to organize ultra-rapid train services between the major European cities.

In short, by co-operating actively in all the negotiations set afoot on the international plane in view of remodelling Europe's railway network, by helping as far as her means allow and wherever possible to improve the networks in neighbouring frontier regions, Switzerland trusts that she will not, one day, find herself isolated. Her present policy of co-operation should enable her to win and deserve a place in the Europe of tomorrow."

