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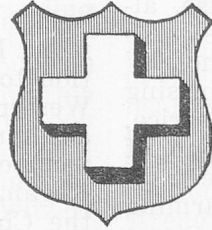
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GROUP NEW ZEALAND OF THE NEW HELVETIC SOCIETY

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19th YEAR.

SEPTEMBER, 1955.

AUCKLAND.

NEWS OF THE COLONY

Obituary Notices

Mr. Karl Anton (Charlie) SCHICKER, 113 Waihi Road, Hawera, died suddenly on August 8th, 1955.

Mr. Anton (Tony) HURLIMANN, died on April 18th, 1955, at the Public Hospital at Stratford.

Mr. Joseph Fridolin GABRIEL died, as the result of an accident, on August 3rd, 1955, at the Auckland Hospital.

It is with very much regret that we announce the passing away of these three members of the Colony, and we wish to extend our sincere sympathy to their relatives.

On Sunday, July 31st, Mr. Joseph Gabriel went to a stack of baled hay on his farm to move some of the bales, and while burrowing underneath, the stack began to sway. When endeavouring to jump clear, his legs became caught in some barbed wire and the stack fell on top of him. His plight was discovered by Mr. D. H. Gregory, a neighbour, who took his dog Girly, a Great Dane-mastiff cross dog, to search for Mr. Gabriel. Girly picked up the scent and found him with his legs pinned across a log of wood and completely covered with loose straw. He had been buried under the stack for 50 hours, and had lost all count of time. He was taken to the Auckland Hospital, where he died early on the morning of August 3rd.

NEWS FROM SWITZERLAND

The Gothard Road

From "Auto," the official review of the Swiss Automobile Club, we quote the following: "A hundred years ago, the inhabitants of Uri decided to replace the old mule track over the Gothard with a carriageable road 16½ to 20 feet wide. They were well aware of the importance of the pass, and the future was to prove them right to an extent they little dreamt of at the time. Traffic over the Gothard continued to increase and, after the first World War, it developed at

an extraordinary rate. This development necessitated repairs and alterations which gradually improved the road. But the most difficult and wildest part on the north slopes of the Gothard, the Schodlenen Gorge, had been left untouched and traffic had to make do with a road originally constructed for coaches. The following figures will give an idea of the traffic that had to pass through this narrow bottleneck. In the summer of 1953, an average of 3000 motor vehicles was counted over 12-hour periods (7 a.m. to 7 p.m.) on weekdays, only during the month of August. Last summer on August 4th the average worked out at 3708 vehicles for the same period of time, which is 23.5 per cent. more than the previous year. Foreign vehicles are the most numerous (53 per cent.), which confirms the international importance of this Alpine pass.

This defect is now being made good; so far approximately two-thirds of the Schoellenen has already been modernised and opened up to traffic, and next year motorists will find their patience rewarded with a fast modern road taking them through the romantic gorges separating Goeschenen from Andermatt.

It has been possible to follow the old road, naturally making the necessary improvements, except for a section about five-eighths of a mile long, to the north of the Trou d'Uri, where an entirely new road had to be constructed. Some 50 yards below the Trou d'Uri it will branch off from the old road and cross the Reuss Gorges over a new bridge. The gradient never exceeds 9.3 per cent. and is 8 per cent. on the average. The effective width of the new road is just over 20 feet on the straight stretches. In addition to this there is a bank 1ft 7½in wide on the valley side and a space of the same width on the mountain side, sometimes used as a covered ditch for drainage purposes."

Inauguration of the First Swiss "Motel"

"Motels," a combination of hotel accommodation and a garage, are well known to the American public. Indeed, the number of parks which,