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TO OUR SUBSCRIBERS.

The regular publication of the *S.O.* will be suspended for four weeks, and the next issue will appear on September 4th. This course is necessary if the Editor is to enjoy an undisturbed and peaceful holiday. A good many of our subscribers will be away, and we trust that the faithful ones for whom the *S.O.* has become an indispensable week-end diet will bear with us for this short period. The date of expiry of the prepaid subscriptions and advertising contracts will be correspondingly extended. Any correspondence or enquiries received in the meantime will be attended to as usual.

THE PUBLISHERS.

HOME NEWS

Two new bills were submitted for the approval of the electors of the canton of Grisons during last week-end. The first one dealt with hunting and shooting and merely brought the cantonal regulations into line with the Federal Law in force since the beginning of this year; the bill did not give rise to much controversy and was accepted by a two to one majority. Less favour was encountered by the second bill which revises the cantonal railway law. Up till now the whole of the profits of the Cantonal Bank (subject to a deduction of Frs. 100,000 for the "Realta" institution) were allotted to the Railway Sinking Fund. Changed conditions, especially the increased profit-earning prospects of the "Rhätische Bahn," no more call for such a heavy subsidy which is to be considerably reduced, the remaining bank surplus accruing to the Cantonal Treasury. The bill passed by a narrow majority.

Through colliding with an Engelberg railway carriage above Stans station, a motor car which carried a touring party from Lucerne caught fire and was consumed in a few moments. Of the seven tourists only one escaped unhurt; two were killed, and the other four transported to the hospital in a precarious condition.

In an endeavour to avoid running over a boy who suddenly came into sight at a bend of the road near Stäfa (Zurich) a car, after driving into the ditch, made a complete somersault; the two occupants suffered serious injuries to which one, Ernest Harburger, a business man of Zurich, has since succumbed.

In La Sagne, near La Chaux-de-Fonds, a lady, Madame Nicolet, celebrated last week the 102nd anniversary of her birthday.

The farmstead of Joseph Helfenstein in Neuenkirch (Lucerne) was struck by lightning and the buildings and contents, including the cattle became a prey of the flames within a few minutes.

Eduard Bally-Prior, the head of the well-known boot and shoe concern bearing his name, died last Saturday at Schönenwerd (Solothurn) at the age of 80, after a short illness.

Dr. Gustav Brodbeck, a well-known judge and president for about twenty years of the Cantonal Appeal Court, died in Basle at the age of 76.

EXTRACTS FROM SWISS PAPERS.

Selon que vous serez puissant ou misérable.
—La famille royale de Hollande séjourne en Suisse, au Beatenberg, près de Thoune. Le gouvernement genevois a cru devoir profiter de cette occasion pour envoyer à l'unique fille de la reine et du prince consort ces lettres de bourgeoisie:

Confédération Suisse République et Canton de Genève, Acte de Bourgeoisie, Nous, Conseil d'Etat de la République et Canton de Genève,

Certifions:

Que le porteur du présent, Son Altesse Royale Juliana-Louise-Emma-Maria-Wilhelmina, princesse d'Orange et de Nassau duchesse de Mecklembourg-

Schwerin, née à la Haye le 30 avril 1909, fille de S. A. R. Henri-Vladimir-Albert-Ernest de Mecklembourg-Schwerin et de S. M. Wilhelmine-Hélène-Pauline-Marie, Reine des Pays-Bas, est citoyenne genevoise, ressortissant à la Commune de Genève, et que Nous la reconnaitrons dans tous les temps comme telle.

Ea foi de quoi, Nous donnons l'assurance positive que la susdite, notre ressortissante, sera toujours et dans toutes les circonstances, reçue de nouveau dans sa commune et dans tout le Canton de Genève.

En foi de quoi, le présent acte d'origine a été signé, scellé et expédié en la forme usitée dans notre Canton.

Nous recommandons instamment le porteur au bon accueil et à la protection des Autorités respectives.

Fait et donné à Genève, le cinq juillet mil neuf cent vingt-six.

Au nom du Conseil d'Etat:

Le Président: Alexandre Moriaud.
Le Chancelier: Bret.

En lisant cet acte et la pompeuse lettre d'hommage qui l'accompagnait, je me suis dit, non sans mélancolie: Hélas! si j'allais faire un tour "par Genève" et que sans sou ni maille j'en vienne à me réclamer d'une lointaine bourgeoise de mes ancêtres pour demander un traitement de faveur, il est fort probable qu'on m'ouvrirait tout simplement le "violon." Tandis que Mademoiselle la princesse de Hollande, c'est autre chose. Quoi qu'elle n'ait que faire de lettres de bourgeoisie et qu'elle s'en soucie probablement fort peu, on s'empresse de lui en octroyer.

Elle est éternellement vraie cette constatation: Si vous êtes puissant vous aurez les hommages des hommes, ils vous adulent sans raison. Si vous êtes faible et pauvre, estimez-vous encore heureux s'ils ne vous témoignent que de l'indifférence.

(Jura, Porrentruy).

Le rang des gares des C. F. F.—Berne, 15. (R. B.-G.).—Voilà quel a été, l'an dernier, le rang des gares des chemins de fer fédéraux. D'abord au point de vue des marchandises: 1. Bâle C. F. F. (4,352,000 tonnes); 2. Genève-Cornavin (788,000); 3. Zurich Centrale (654,000); 4. Schaffhouse; 5. Buchs; 6. Bâle Saint-Jean; 7. Singen; 8. Lucerne; 9. Winterthur; 10. Berne.

Le nombre des billets de voyageurs donne le classement que voici: 1. Zurich (2,015,000); 2. Berne (838,000); 3. Bâle C. F. F. (832,000); 4. Lausanne (770,000); 5. Lucerne (624,000); 6. Winterthur (553,000); 7. Genève-Cornavin (547,000); 8. Bienne (418,000); 9. La Chaux-de-Fonds (342,000); 10. Saint Gall (331,000).

On remarque que la Suisse occidentals est fortement avantagée dans le second tableau et la Suisse orientale dans le premier.

(La Tribune de Genève).

NOTES AND GLEANINGS.

By "KYBURG."

To-day's Great Thought.

"After this, we adjourn for the holidays! (Note sent me by our Editor).

And so, let us join three wise men from Halifax—where the delicious Toffees and help for house-owners come from—and take

The Route to Lake Geneva.

Halifax Weekly Courier & Guardian, July 17th:—

Three men were sitting upon a bare hillside which overlooked a smoky West Riding town. They were dissimilar in everything save a fierce hatred of dirty scenes and a common love of travel. Their spirits rebelled at the idea of spending their days in the grimy streets hemmed in by dark, satanic mills. So with one voice they cried out "We will depart from hence and visit great mountains and mighty rivers; we will sail upon great lakes and converse with strange peoples. If only for a little while we will breathe the pure air of God and revel in His sunshine; we will drink the amber wine of life from crystal cups. We will go to Switzerland."

Of what befel them there (an article too long to publish in the *S.O.*) describes their journey and visit to many towns and places of interest.

Alas! *Tempi passati!* But, what will you? Is it not the souvenirs of happy days that hold in themselves the promise of equally happy future days?

And after all, when you return to your homely "g'sottes Rindfleisch mit Chabis and Ruebli, Oepfmues und Kaffi and a "yellow peril," you will again turn to your companion and vow that after all, nothing tastes quite so ideally nice as a homely meal prepared at home, eaten at home within your four walls, where you feel that "East and West, Home's best!"

Therefore, you travellers, you seekers of pastures new or old, you eager holiday-makers, let me wish you all a safe return from your journeys and let me wish that you may all experience that blissful moment when you step once more off the boat train at Victoria and know that you have safely returned to your sphere of every-day activity.

And now, let us browse among our gleanings and see whether we can find anything worth recording in our Notes.

Should we Fight for our Country?

I find the following letter by Mrs. Console of Forest Hill, in the *Daily Herald* of July 17th:—

While I entirely agree that love of country is a primitive and ineradicable instinct in human nature, I think he has overlooked the fact that this instinct can be, and is being more and more, directed into peaceful and constructive channels. Switzerland is the case in point.

The Swiss people have really dismissed the idea of fighting (armaments are still kept up for the deterrent psychological effect it seems to have on the Powers yet steeped in war mentality); they have no imperialist and expansionist ambitions, and in accordance with the treaties made with other countries, they are bound to submit all differences to arbitration.

Their intense patriotism finds vent in the cultivation of a national art, folk-songs, folk-costumes, dialect literature, town and village architecture, and national festivals in which all these arts and crafts find expression. As far as my knowledge goes, the same applies to the Scandinavian countries. Why do people in England always associate love of country with war and antagonism to foreigners?

Disputed Canton.

There is a lot in what Mrs. Console writes about "Pacific Patriotism," but, when we read in other papers, such as the *Evening News* about the doings of Italian Officers surveying the Swiss Frontier from the Muensterthal to the Ticino and when we find that their activities are entitled in the paper referred to as "Disputed Canton," we cannot but feel that the time might come when it would be our ghastly duty to kill fellow human beings, because their Government had driven them, by mass-suggestion, to attack our peaceful country. There is, of course, no such thing as a "disputed Canton." A dispute presupposes two parties, whereas in this case, there is only one side, the Italian. The *Evening News* might just as well describe the whole country as a "Disputed Switzerland."

Evening News, July 19th.

According to the Zurich newspapers 30 generals and 50 other officers of the Italian General Staff have just completed an exhaustive survey of the Swiss frontier in the neighbourhood of the Engadine, the Münster Valley, and the Va Venosta.

The special correspondent of the *Secolo* (Milan), which has been conducting a campaign for the return of the Swiss canton of Ticino to Italy, has been recalled from Lugano and a series of articles on the danger of the Germanisation of Ticino has been discontinued at the order of the Italian Government.

Motoring in Switzerland.

In several British Papers much has been made at various times of reported cases of police traps and vexatious regulations annoying to motorists touring our Country. The following letter, which appeared in the *Autocar* on the 16th instant, is therefore welcome:

As a British resident in Switzerland for nearly twenty years, much of which time has been spent in the Canton des Grisons, and also a keen motorist, I should like to make the following criticisms of Mr. Fawcett's letter.

It should be remembered that it was only by an immense amount of work and difficulty that this canton was opened to motor cars. At first the peasantry were undoubtedly hostile to the motorist, but things are now becoming very much better, and personally speaking, I have met with nothing but politeness and courtesy in this canton. As regards Switzerland in general, I am sure that if the foreign motorist observes the cantonal regulations and is polite, he will receive nothing but polite and sympathetic treatment in return. By the way, according to the same paper

Automoibles in Switzerland.

There are at present more than 30,000 passenger cars in service in Switzerland. At the recent automobile exhibition in Geneva there were 81 motor vehicle exhibitors, of whom three were British.

The *Daily Express* of July 17th records the failure of a Communist experiment by Swiss Communists: