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NOTES AND GLEANINGS.

By KYBURG.

Some of our readers may have seen a photograph in the British Press showing a *Bomber* aeroplane which has been made in Switzerland for the Bolivian Government. Fancy, Switzerland exporting Bombing aeroplanes! The fact may fill one with a sort of melancholy pride in the prowess of our engineers, but, I think, the following item, dealing with

Civil Flying in Switzerland:

leaves a much nicer taste:

Flight, 7th March.

The statistics of civil flying in Switzerland in 1929 have now been published, and they show a gratifying advance on the figures for 1928. In the flying schools the number of flights rose from 6,442 to 11,860. Pleasure flights, taxi flights, photographic flights, and flights by private aeroplanes rose in number from 4,651 to 7,419, and the number of passengers carried rose from 6,451 to 13,373. On commercial air lines, Swiss and foreign, which fly over Swiss territory, the number of flights in the year was 28,062; the hours flown, 14,810; the kilometres covered, 1,967,080; passengers carried, 42,050; mail matter, 102,950 kilograms; freight, 334,390 kilograms; and luggage paid for, 48,220 kilograms. All these figures show a substantial rise on the 1928 figures.

Seaport for Switzerland:

Bath Chronicle and Herald, 11th March:

Within a few years Switzerland will be open to sea-going ship traffic.

At Basle, where the annual Swiss Industries Fair opens on April 26th, one of the greatest inland navigation dock schemes in the world is approaching completion under the direction of Swiss, French and German official enterprise. When the canalisation of the upper reaches of the Rhine, from Strasbourg to Basle, is completed, deep-water steamers will be able to carry their freights direct to the heart of Europe.

Since the Swiss Industries Fair was inaugurated 14 years ago, Basle has become the terminus of Rhine barge traffic. To-day long strings of barges are towed to Basle from Antwerp, Rotterdam and other North Sea ports. To-morrow vessels of over 1,000 tons will steam direct to the Alps.

And, arriving at Basle, will look round and wonder where the Alps may be!

Basle, however, has another title to fame, for does it not shelter that

Fair that is 800 Years Old:

Leicester Mail, 10th March:

This year's Swiss Industries Fair—one of the most important of the great European trade exhibitions—will be held at Bâle from April 26 until May 6.

In its modern form this is but the 14th anniversary of the Bâle Fair. Actually, however, the fair has an unbroken pedigree of more than 800 years, and a traditional history that extends back to the first dim days of prehistoric inter-tribal bartering.

Bâle, situated on the great commercial waterway of the Rhine, and strategically occupying a key position in regard to the main traffic routes of Europe, was a known trade centre to the Romans. Later, in medieval times, a great annual spring fair came into being, which caught the custom of merchant princes of the 11th and 12th centuries, and also of the numberless pilgrims who had to pass through Switzerland on their way to the religious shrines of Italy and the Holy Land.

Then, the stalls were rickety booths erected in the winding streets of the old city. To-day, the fair is housed in what is one of the finest permanent trade exhibition buildings in the world.

Broadcasting:

Now that Broadcasting is a more or less important item in everyone's life and daily routine, the report given in last week's issue of the *S.O.* regarding the new arrangements for Regional Broadcasting in Switzerland was much to be welcomed.

I don't know how my readers fare. But, on my set, which is a good one, I find it very difficult to tune in *Berne*, when Kattowitz is going strong. And this new Muenster Station of 60 kilowatts will, therefore, be much appreciated and form a very necessary and delightful link with the homeland.

It is often forgotten that Switzerland had a religious war not quite a hundred years ago and that since that time, *Jesuits* have been barred from Switzerland. In late years this question has been discussed again and again among Swiss and I was interested to read the following:

Jesuit Ostracism in Switzerland:

Universer, 7th March:

The fact that a learned Jesuit, P. Erich Przywara, professor of philosophy at the University of Munich, has recently delivered some successful lectures in various Swiss cities



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and was allowed by the authorities to do so, has provoked a lively discussion in the non-Catholic section of the Press. There even was a short debate in the local Parliament of the Canton of Zurich with regard to the permission given to P. Przywara to lecture, and the "break of the Constitution" it implied. The reason is that the activities of the members of the Society of Jesus in church and school are still forbidden by law, although a certain amount of tolerance has been practised in recent years.

Yet, in presence of the many prejudices still prevailing in influential and leading Protestant centres, to say nothing of the hostile attitude of the Socialists, it would be unwise for Catholics to start a campaign for the abolition of that law, however much they would like a clear fight to that end. A gradually increasing toleration, until freedom has been practically secured, is beyond doubt, the better policy. The way may be long but it is sure. *Anglia docet.* J.G.

LE PERCEMENT DU TUNNEL DU GÖTHARD.

On approchait du but. On creusait six mètres par jour. Il y avait des années que les hommes s'étaient attaqués au colosse. Tels des chirurgiens, ils avaient ouvert le flanc du Gothard et lui fouillaient les entrailles avec des perforatrices. La montagne souffrait surtout dans son orgueil et se vengeait en faisant mourir les ouvriers en grand nombre, puis, voulant frapper un coup décisif, terrassa l'audacieux conquérant Louis Favre. Mais les hommes ne lâchèrent pas pied devant les derniers soubresauts du géant. Avec une obstination de rongeurs, ils creusèrent leurs galeries toujours plus profondément. Le monde entier suivait passionnément les péripéties de ce drame gigantesque. Le vulgaire s'émerveillait des prouesses des ouvriers qui, au fond des galeries, suants, noirs, tragiques, sublimes, travaillaient par 32 degrés de chaleur, parfois entièrement nus, n'ayant gardé que leurs chaus-sures. On approchait du but, on creusait six mètres par jour. Soudain, un certain soir, on crut entendre un faible bruit. On fait silence, on tend l'oreille, il n'y a pas de doute, les coups sourds viennent de l'autre côté de la paroi. On suppose l'épaisseur du rocher. Il reste trois mètres à creuser. Alors, tremblant d'émotion, le cœur battant d'espoir, on s'apprête au dernier assaut. La perforatrice lance sa sonde comme une épée dans la poitrine d'un mourant: un violent courant d'air cingle le visage, annonçant d'un coup que le Gothard a expiré, que l'œuvre humaine vit, et que le tunnel est percé. Quel triomphe! Mais gloire avant tout au génie créateur: puisque Louis Favre, foudroyé quelques mois plus tôt en plein tunnel par une attaque d'apoplexie, ne peut pas passer le premier étroite brèche ouverte, au moins que ce soit sa photographie! Et c'est elle que l'ingénieur du côté sud transmet à celui du côté nord avec une symbolique poignée de main. C'était le samedi 28 février 1880 à 9 heures du soir. Le lendemain dimanche, à 11 heures 10 du matin, une dernière explosion élargissait la brèche. Comme c'était l'équipe sud qui, la veille au soir, avait donné le coup de sonde vainqueur, elle eut l'honneur de passer la première dans la galerie nord. La rencontre des ouvriers donna lieu à une scène indescriptible. Ils se jetèrent dans les bras les uns des autres, car quoique inconnus, ils étaient frères et se cherchaient depuis si longtemps dans le sein obscur de la terre! Beaucoup pleuraient. La leur fumante des lampes et des torches donnait à cette multitude de visages crispés par l'émotion un aspect fantastique. Les "evviva" italiens résonnaient aux "hourra" suisses. La nouvelle aussitôt roula le long des pentes du Gothard: au Tessin, le canon gronda de fierté, tandis que les

The Fourteenth Swiss Industries Fair

will be held at

Basle

April 26 to May 6, 1930

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