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The Swiss Observer

FOUNDED BY MR. P. F. BOEHRINGER.

The Official Organ of the Swiss Colony in Great Britain.

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FEDERAL.

GAS WARFARE.

Federal Councillor Minger, the head of the Military Department has taken the initiative in arranging a conference for the purpose of discussing means to be adopted for protecting the civil population against chemical warfare. The conference which will take place on November 9th in the session hall of the National Council will be attended by about 200 delegates representing apart from the leaders of the political parties municipal authorities, trade and agricultural organisations and scientific and philanthropic institutions which have interested themselves in this problem. The deliberations will be confined to a "passive protection," the active defence falling in the domain of the army and will follow the lines of: a thorough instruction of the people about the dangers of these gases so as to prevent panics; the organisation of an intelligence and alarm service; the creation of adequately prepared shelters (Cellars) where people would have to take refuge and measure for the prompt assistance to gas victims and the neutralisation of affected areas.

A PROTEST AGAINST REDUCTIONS IN SALARIES.

At a conference held in Zurich of section-presidents of the Schweiz. Kaufmannischen Verein a resolution was passed unanimously protesting against the arbitrary reduction of salaries in some large undertakings which continued to pay high dividends and lordly tantièmes.

IMPORTANT CHANGES IN THE SWISS ARMY.

The Federal Council has appointed Colonel Ulrich Wille "Chef d'Arme" of the Infantry in place of Colonel de Lorioi, who retires at the end of this month. Colonel Wille, who is 44 years of age, is a son of the late General Wille. M. Renzo Lardelli, born in 1876 in Poschiavo has been appointed commandant of the fifth division.

EMBROIDERY TRADE.

It is reported that the fall in the rate of sterling will cause a loss of about £120,000 to the Swiss embroidery industry, which had orders from Great Britain to a total of £400,000.

FOOTBALL.

Last Sundays matches brought no change in the relative position of the leading clubs. In the National League Young Fellows and Zurich still occupy top places in the first group and Aarau and Etoile Carouge in the second group. Grasshoppers have improved their position by their win over Nordstern of six to one. Servette won their first match of the season by beating Solothurn with four goals to one. Some of the clubs (Basel, Berne and St. Gall) are still without a win.

LOCAL.

ZURICH.

The death has occurred, at the age of ninety, in Zurich, of Mr. Emile Dreyfus, a well-known political and social worker in Switzerland.

A patriotic café proprietor stopped a run on a nearby bank by putting a barrel of beer outside the bank with a notice "Free drinks for those who have not gone mad." According to the story, the anxious depositors quaffed their glass of beer and straightway went home again.

The well-known Tailoring firm, G. Ubersax at the Limmatquai has celebrated the 25th Anniversary of its foundation.

BERNE.

The death is reported of Mr. A. Godet, Editor and Chief of the "Schweizerische Depeschen Agentur" at the age of 47.

As successor to the late M. J. Ruckstuhl, General Manager of the Banque Populaire, M. Alfred Hirs, Sub Manager to the General Management of the National Bank has been elected. The General Management of the Poplar Bank consists now of Messrs. Dr. H. Stadlin, R. Steiger and H. Hirs.

LUCERNE.

The prevailing anxiety about the safety of money has had a tragicomic consequence. Misguided by rumours a lady rushed to her bank and withdrew her savings of about Frs. 2,000 in small banknotes. She secreted her treasure temporarily away in the sitting-room stove which seemed to be the receptacle for occasional wastepaper. Fate would have it that during her absence the chimney sweeper called and the maid in order to assist his task set the contents of the oven on fire.

The season of the municipal theatre has terminated with a substantial deficit the town fathers being faced with supplementary credits of about Frs. 45,000 in spite of the initial subsidy of Frs. 100,000. The discouraging result is attributed to the competition of the cinema and wireless; the existing contract with the director has been prematurely cancelled.

Our contemporary the "Vaterland" of Lucerne, an ardent supporter of the "Swiss Observer" is celebrating its 60th Anniversary, on which occasion, we are sending our heartiest congratulations.

GENEVE.

Messrs. David Broliet and Louis Badau, Directors of the "Banque de Genève," who were arrested a month ago, have been released on bail, the amount being fixed at 100,000f. each.

WALLIS.

States Councillor Oskar Walpen was the victim of an accident last week at Martigny; in a vain endeavour to board a moving train he lost his footing, fell on the permanent track and was literally cut into two by the carriage wheels. Oskar Walpen, who recently has been much in the limelight in connection with a slander affair, has had a most successful political career; he has occupied at one time or another practically all the high administrative offices of his canton and when still a university student was elected a member of the Grand Conseil. He was only 49 years old and leaves a widow and four children.

GRISON.

On the Chur-Landquart-Klosters-Davos-Filisur section of the Rhaetian Railway the construction of a new station, a concrete viaduct over the river, and a short tunnel, has enabled a through run from Chur to Filisur to be obtained, and the old terminal station at Klosters to be dispensed with. A Mitropa Restaurant Car now works daily on the 10.50 a.m. from Chur to Davos Platz, returning on the 4.40 p.m. ex-Davos Platz. This facility, the first such working on record over this section, will not apply for the period of July 1 to September 10 inclusive.

The construction of the first section of the Davos Dorf-Wasserscheide funicular was begun on June 8. It is anticipated that when the whole railway is completed, a heavy traffic will be carried in winter, as the top station at Wasserscheide will be just above, and close to, the famous Parsenn skiing fields, which are considered by many to be the finest in Switzerland. The chief work of the lower section is the boring of a tunnel, some two or three hundred yards in length, through what appears to be solid rock; this will be entered immediately on leaving the bottom station at Davos Dorf (5,200 feet above sea level).

CITY SWISS CLUB.

PLEASE RESERVE
FRIDAY, NOVEMBER 20th
for the
ANNUAL BANQUET AND BALL,
at the
May Fair Hotel, Berkeley Square, W.1.

CK'S CORNER.

The establishment of Pommery and Greno is situated in a park in the suburbs of Reims on the Suipe Road. The buildings have been practically rebuilt since the war as they were only 1,500 metres from the front lines and consequently were destroyed by gunfire. The cellars, which are really galleries, some of which were in existence in gallo-roman times, are 30 metres below the surface and extend for about 18 kilometres.

The wine of Champagne, a relatively small district in the neighbourhood of Reims, was known as far back as the 17th century, but it was not until the end of the 17th century that a Benedictine, Dom Pérignon, discovered the secret of preserving the gas so as to produce the sparkling wine which we know to-day under the name of champagne.

Its manufacture is a complicated process. After the "vendange," that is to say in autumn, the juice of the grape is put into barrels and left to ferment for about three months. The wines which result are then blended so as to produce a "cuvée" of the desired composition. In the following spring the wine is put into bottles, a small quantity of cane sugar added and the bottles are stored in the cellars where they remain untouched for about four years.

At the end of this time, the wine has matured and a slight deposit has formed. To get rid of this deposit, the bottles are placed in racks, neck downwards, there to remain for about three months, and are gently rotated daily about a quarter of a circle, so that at the end of this time the deposit has collected in the neck of the bottle.

The neck of the bottle is then placed in a freezing mixture so that the deposit is solidified. The next process consists in getting rid of the deposit. This is done by removing the cork, when the pressure produced by the second fermentation due to the cane sugar, shoots out the frozen deposit leaving a clear sparkling wine.

The bottle is quickly passed to a workman who adds a small quantity of liqueur containing more or less sugar so as to produce a wine which will be "doux," "demi-sec" or "sec."

The bottles are then finally corked. The corks which are considerably larger in diameter than the necks of the bottle are placed in a machine which compresses them to the necessary dimension and are forced into the bottle by blows from a hammer which is worked on the principle of a pile-driving hammer.

The cork is only driven half way into the bottle which is passed to another workman who, by means of another machine, again compresses the extruding part of the cork but to a lesser degree than before and applies the tin cap and wire by which the cork is securely kept in place until such time as it is released in order to pour the wine into the consumer's glass.

The bottles are subsequently labelled, packed and got ready for distribution. Apparently the bottles can only be used once because the pressure of the wine, which is equal to about 6 atmospheres, causes so much disturbance of the glass molecules, that it would be impossible to use the same bottle twice. Thus the production of a bottle of champagne is a complicated matter.

Although this wine is supposed to be the "King of wines," I am not sure that one does not derive just as much satisfaction from more humble vintages. Personally I am very fond of some of the Swiss wines and I have a very pleasant recollection of a certain Neuchâtel which we had at the top of the Furka pass. Perhaps the environment has something to do with ones memories, and so I always think that there is no place where such excellent Vouvray can be had as at a little outdoor restaurant at the Pont de Cisse on the banks of the Loire a few kilometres from Tours. Another pleasant wine, somewhat similar, is to be found at Gaillac, a small town near Albi at which I stopped during a violent thunderstorm so that I might sample it.

It is perfectly true that many wines do not survive removal from the locality in which they are made any more than certain animals and plants survive removal from the environment in which they grow, and therefore we must take care to make the most of our opportunities as they present themselves to us.

I should like to discourse on the subject of wine at some length, but I think I will leave the

matter to a later date when I can devote a corner to it.

I have mentioned the Furka and the crossing of this famous col was one of the most interesting excursions we made. Starting from Lauterbrunnen we skirted the Brienzsee and went on to Meiringen whence we entered the valley on our climb up to the top of the Grimsel pass.

I think the road down the Grimsel past Gletsch and up the Furka on the opposite side is one of the most impressive drives I have ever undertaken, and although it afforded me much pleasure personally, looking down on the road from the Belvedere Hotel I could easily understand how the feelings of a passenger might be different. Because his attention is concentrated on the act of driving, and owing to the fact of being directly in front of the steering wheel and on account of that instinctive knowledge of what the car is going to do which comes precisely from the contact with the steering wheel, the driver does not have that feeling of apprehension and sensation of the possibility of danger which is experienced by other occupants of the car. For these reasons I enjoyed myself not only because I had never been so high in a car before, the top of the Furka pass being at an altitude of 2430 metres which is equivalent to 7900 feet, but also on account of the pleasure afforded by endeavouring to negotiate properly the hair-pin bends, though at times I was rather vexed when I saw an enormous autocar take a bend in one turn whereas I found myself obliged to make at least two attempts.

However, I smoothed my ruffled vanity by the thought that the drivers of the autocars were accustomed to the road and probably went over the same route every day during the season.

The possibilities of the road are further brought home to the tourist by the presence of stones erected to the memory of those persons who have met with accidents and although these stones were erected originally to their memory, they may also serve as warnings to overadventurous drivers. Of course one also meets people who take an intense delight in telling you the details of all the accidents which have happened during the season. However, either by good luck or good management, we arrived safely at the top and the car gave no trouble except that at these altitudes I found that carburation was inclined to be bad and so I put in a larger jet.

I am not going to describe the Rhone glacier, because I suppose most of the readers of the S.O. are well acquainted with it and also because in these articles I am not supposed to copy out pages of Baedeker or the Blue Guide, but I think the Rhone Glacier is one of the most magnificent and impressive, partly because of the way in which one comes suddenly upon it, as one turns the corner at the top of the Grimsel pass and partly because it is impossible to approach the glacier itself high up from the Belvedere Hotel, and at this level the

crevasses and blocks of ice are more awe inspiring than if the glacier were visited lower down.

Although the Furka pass was the highest excursion we did by road, we were able to attain a much greater altitude by means of a mountain railway. For a long time I have wanted to go up the Jungfrau railway and this year, after waiting several days for the weather to change, we were lucky enough to have one magnificent day and to go up to the Jungfrauoch (3450 metres).

It is unnecessary to say very much about the railway, as a technical description of it has appeared recently in the columns of this paper, but I am going to give some of my impressions. For some reasons or other I had always imagined that the line runs through a series of galleries instead of in a tunnel, so that the tourist sees absolutely nothing until he arrives at the summit except for a fleeting vision which he obtains when the train stops at the Eigerwand and Eismeer stations. However, when he does get to the top he is well compensated for any disappointment he may have felt during the journey.

I will not attempt to describe the magnificence of the view as it is quite beyond my powers of expression, but one's sensations are influenced not only by the beauty and majesty of the surroundings but by the fact of being at an altitude which it is impossible to attain unless one belongs to that hardy band of mortals who, wearing enormous boots and carrying ropes, picks and a variegated equipment, boldly affronted the dangers of the high alps until the skill of Swiss Engineers came to the aid of less hardy and less adventurous creatures.

Although I have said that I would not give a description of the railway, I must say how great is my admiration for the engineers who built this railway, the more so when I reflect on the energy and labour which must have been expended in order to transport up to this height the vast amount of material required to construct the station, hotel and restaurant at the Jungfrauoch. But if I mention the material difficulties I am full of admiration for the inventive genius which made possible the execution of such an undertaking.

We had a marvellous lunch in the restaurant and I could not help reflecting on the fact that such a lunch could be served in Switzerland at a comparatively low price considering the altitude where difficulty is generally experienced in this country in obtaining even a passable meal at the sea level.

ZUM 400. TODESTAGE DES REFORMATORS HULDRYCH ZWINGLI,

gefallen in der Schlacht bei Kappel a./A. am 11.
Oktober 1531.

Wir befinden uns am Tag nach dem blutigen Ringen auf dem Schlachtfeld bei Kappel. Eine Gruppe des siegreichen Heeres steht vor dem toten Zwingli und berät, was mit dem Leichnam geschehen solle. Die Rachsüchtigen haben das Mehr, sie wollen den Leichnam vierteln. Bevor jedoch das grausame Urteil vollstreckt wird, tritt ein alter Priester aus Zug hinzu, Hans Schönbrenner, der Zwingli öfters predigen gehört hatte. "Der hebt jetzt seine Hand wie zu ein Sägen über den Wehrlosen und spricht:" Wie du auch Glaubens halber gsin, so weiss ich doch, dass du ein redlicher Eidgenoss gsin bist. Gott verzyhe dir dine Sünd!" In dem Voranstehenden finden wir von Gegnern eines der grössten Eidgenossen ein doppeltes Verhalten. Im einen spiegelt sich maassloser Hass, im andern Menschum, das nicht hassen mag, sondern liebend auch dem Andersdenkenden Anerkennung zollt. Aber an beiden Urteilen kann man die Grösse Huldrych Zwingli's ermesen.

Der Reformator war ein Mann, der mit ganzer Seele nach der Wahrheit forschte. "dem die Wahrheit," schrieb er einmal, "ist für mich, was die Sonne der Welt." Wo er sie fand und sie ihn mahnte, war sie ihm lieb, auch wenn sie gegen ihn zeugte. Er bekannte sich als Sünder, wie das Augustinus getan hat. Unheilig waren sie beide zuweilen in ihren jungen Tagen, geheiligt wandelten sie beide nach ihrer Bekehrung. Und eben, dass sie das bekannten, macht sie uns lieber und grösser. Mit 22 Jahren trat Zwingli sein erstes Pfarramt in Glarus an (1506). Seit dieser Zeit ist er rastlos im Dienst Gottes und seines Volkes tätig gewesen. Eifrig studiert er die Klassiker des Altertums; immer tiefer versenkt er sich in die Heilige Schrift. Was er wollte und suchte, war die Wahrheit. Wir müssen es uns versagen, seinen Lebenslauf in wenigen Zeilen nachzuzeichnen. Das soll in einem Vortrag geschehen. Zwingli's Tätigkeit hat aber in unserer heimlichen Geschichte ihre unauslöschlichen Spuren hinterlassen. Er war ein ganzer Christ, und er war "ein redlicher Eidgenoss." Liebe zu Gott, Liebe zu seinem Volk kennzeichnen ihn. Nachdem er sich seine Schäden durch Gottes Wort hatte aufdecken lassen, setzt er sich für die geistliche und sociale Gesundung seines Volkes restlos ein; ganz für das Reich Gottes, ganz für die Eidgenossenschaft, nicht ohne auf erbitterten

Widerstand zu stossen. "Die Wahrheit wird euch frei machen," dieses Wort Jesu in die Tat umzusetzen, darum mühte er sich, den ein Verehrer während seiner Tätigkeit in Einsiedeln "den Glanz und die Zierde des Vaterlandes" nannte. — Am Neujahrstag 1519 betritt er die Kanzel des Zürcher Grossmünsters und tut das das Ungewöhnliche, dass er die Bibel aufschlägt auf der ersten Seite des Neuen Testaments und sagt: "Daraus will ich predigen; nicht Zwingli's Wort, Gottes Wort sollt ihr hören; nicht um Kirchenbrauch geht es mir, sondern um Gottes Wahrheit, Gottes Botschaft an die Welt." — Zwingli schenkt seinem Volk die Bibel neu, sein kosbarstes Gut; und ein wie beredter, volkstümlicher und aus Herz greifender Interpret ist er! Einem Grossteil unserer Landsleute gilt dies als sein bedeutendstes Vermächtnis und sollte es von neuem werden. — Was aber der greise Zuger Priester vor ihm bezeugte: "so weiss ich doch, dass du ein redlicher Eidgenoss gsin bist," das bezieht sich auf den Eidgenossen Zwingli, und der gehört so gut wie Niklaus von der Flüe dem ganzen Volk. — Wie heftig wehrte sich Zwingli gegen die fremden Kriegsdienste, das Reiselaufen, dessen üble Folgen er als Feldprediger der Glarner in Oberitalien kennen gelernt hatte. Schon in Glarus ruft er aus: "Passst auf, man will euch mit güldenen Ketten fangen, bleibt Schweizer, so wie Gott euch haben will, arm, aber frei!" Ist das nicht unser nationales Gegenwartsprogramm: Gott will euch haben, bleibt Schweizer, — aber bleibt frei! — Zwingli hat dem Staat, sich neue Aufgaben zugeteilt, denn auch der Staat muss die Wahrheit erfüllen. Gott sieht er im Alten Testament als den Hauptfaktor im Volksleben der Juden. Er soll es auch im Volksleben der Eidgenossen sein. Wenn heute Volkserziehung und die Fürsorge für Arme, Kranke und Alte auf so hoher Stufe stehen, so verdanken wir das zum grössten Teil Huldrych Zwingli und seinen Mitarbeitern in Kirche und Staat. — Wie so viele grosse Bahnbrecher — ausser Dem, den er den Hauptmann Jesus nennt, — ging Zwingli in seinem Feuereifer "allzu zuversichtlich in die weltlichen Dinge." Doch das ist kein dauernder Nachteil und kann uns nimmermehr daran hindern zu bezeugen, dass er ein tapferer Mann war, der das Beste seines lieben Volkes der Eidgenossen wollte. Er hat einmal ausgerufen: "Tut um Gottes Willen etwas Tapferes!"

Die Erinnerung an Kappel soll uns Kinder eines Landes nicht trennen. Gott sieht sein Werk als ein Ganzes. Die Menschheit ist Ihm ein Ganzes, nicht Einzelnation. Die Kirche ist IHM ein Ganzes, nicht Einzelkirche. Aber ER will zu jedem Volk und zu jeder Kirche reden. Wenn wir etwas von diesem Willen auf das Ganze, verbunden mit der Treue im Einzelnen an uns hätten! Tut um Gottes Willen dieses Tapferes! Das ist Zwingli's Ruf in unsere Gegenwart hinein.

C.Th.H.

NEWS FROM THE COLONY.

CITY SWISS CLUB

le 6 octobre 1931.

En l'absence du Président, M. Georges Marchand occupe la chaire.

42 membres et visiteurs sont présents et parmi les visiteurs nous avons eu le plaisir de souhaiter la bienvenue à Monsieur Cl. Rezzonico, 1er Secrétaire de la Légation, qui malheureusement va nous quitter, ayant été nommé à Rome.

Après une discussion sur le Banquet Annuel, la séance officielle a été close. Monsieur A. Lampert, de la Maison Armstrong — Saurer Commercial Vehicles Ltd, nous a fait une conférence sur le Moteur et le Camion Saurer.

Après un exposé de l'histoire de la voiture Saurer, M. Lampert nous a expliqué le fonctionnement d'un moteur à l'huile lourde. La consommation de l'huile lourde est 40 pour cent moins que celle de l'essence, et naturellement le prix est bien meilleur marché.

M. de Cintra a remercié chaleureusement le conférencier, dont le discours apparaîtra dans le Swiss Observer.

PERSONAL.

Mr. A. Fred. Suter begs to offer his sincerest thanks for the many expressions of sympathy in connection with the fire which occurred on September 24th, at his Company's Works in Gainsborough Road, Hackney Wick, E.9.

It is a great relief to him to be able to state that the reports which appeared in the evening press of that day grossly exaggerated the extent and severity of the fire. The actual facts are that less than five per cent. of the area, machinery and stock of the factory were destroyed which had been adequately covered by insurance. The firm's activities are consequently proceeding in a normal way, while the rebuilding of the portion involved has already been started.

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