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FEDERAL GYMNASIC FESTIVAL 1936.

The Federal Gymnastic Festival in 1936 will take place at Winterthur on July 17-20th.

ALPINE CLIMBERS CONFERENCE.

Representatives of Alpine clubs from all over Europe have been meeting at Pontresina for a climbing conference.

A number of high climbs were carried out by parties of expert climbers, including a number of women.

Amongst the peaks climbed were the Piz Bernina (13,304 feet, monarch of the Bernina range), the Piz Palu (one of the most-often-filmed mountains, 12,835 feet high), also the ill-fated Piz Roseg, where four Eton masters fell to their death last year.

At the general meeting matters of interest to all mountaineers were discussed, such as the danger of avalanches and protective measures; weather prognostications and warnings; rescue parties; the protection of Alpine huts and refuges from vandalism; the limitation of mountain railways, which are considered a desecration by many climbers.

A touching ceremony took place in the little graveyard of Santa Maria, where a memorial service was held for fallen climbers. In one quiet corner lie side by side the four Eton masters who died on the Roseg.

Mountain flowers and edelweiss deck their grave, and four plain wooden crosses bearing their initials are as yet the only monument erected to their memory.

LOCAL.**BERNE.**

The well-known wood-carver Andreas Anderegg-Gurtner has died at Meiringen at the age of 72.

* * *

Dr. Hans Fehr, Professor at the University of Berne has celebrated his 60th birthday anniversary.

BASLE.

Three Alpinists of a party of five from Basle were killed when they fell 1,000 feet on to the Rhone Glacier on Sunday last.

The men, all members of the Swiss Alpine Club, were trying to climb the Galenstock (11,805 feet). Two of them were killed immediately; the third died later. Their names are: L. Diem, housekeeper, married and father of one daughter, R. Vögeli, "Schulabwart," married and father of two daughters, H. Lehmann-Burkholter, Merchant. The other two climbers were injured, one seriously; their names are Eberhardt and Gürtler. The Alpinists were found by a search party who brought the bodies of the dead men to Gletsch. The injured men had to remain on the Rhone Glacier all night. Bad weather made rescue work difficult.

GENEVA.

A motor accident occurred on the main road between Lausanne and Geneva, about 24 miles from Geneva. For some reason, most probably faintness on the part of the driver, a car coming from Lausanne left the road at a high speed and crashed over a wall, overturning into a field. Two of the occupants of the car, including the driver, were killed on the spot.

Unfortunately, two passers-by were killed by the motor in its mad career across the path. Three other occupants of the car were injured, one seriously. (The latter has since died).

* * *

The scheme elaborated for the liquidation of the Banque d'Escompte de Genève has fallen through, owing to the refusal of the Socialist Council of the Canton of Geneva to supply the funds required for the repayment of small depositors. It was the refusal of this same Council to assist in the proposed action of support that was responsible for the failure of the bank.

SOLOTHURN.

Dr. Hugo Dietschi, States Councillor, has celebrated his 70th birthday anniversary; in 1902 he was elected "Stadtammann" of Olten, and for the last 30 years, Dr. Dietschi was the spiritual leader of the town of Olten. In 1900 he was elected member of the "Kantonsrat," over which he presided in 1905, he retired from this body last year after a term of 33 years. Dr. Dietschi entered Parliament in 1922 as successor to Casimir von Arx, and he is one of our most esteemed politicians.

GRISONS.

M. Wilhelm Plattner, a former member of the cantonal government, has died at Chur at the age of 67. M. Plattner was for many years a member of the Grand Council over which he presided in 1915. He held a seat in the cantonal government from 1918-1926.

The death is reported from Davos, of Dr. P. A. Pedolini, proprietor and head of the children clinic in Davos, at the age of 65.

VAUD.

The "Defilee" of the 1st Division took place last week at Echallens, over 60,000 people witnessed the marching by. Federal Councillor Minger and Army Corps Commander Guisan took the Salute.

NOTES and GLEANINGS.

By KYBURG.

Switzerland and the League of Nations:

I had intended to write at some length on the present-day conflict of opinion among our Swiss at home anent the question of *Russia's* entry into the League of Nations.

As I shall be enjoying the company of a very great Swiss friend of mine during the next few days and have a chance of getting some information as to what is actually being said among the people in Switzerland, I think it better to defer expressing my opinion. It may well be that some of my ideas may have to be modified considerably in the light of really first class information. — A rather pertinent view, expressed by at least one very able writer in the English Press is that Switzerland having been one of the first countries to clamour for and to obtain especial treatment and exemption from some clearly defined articles of the Covenant, whereby Switzerland's perpetual Neutrality was not jeopardised, it ill behoves it now to refuse to contemplate another Country being given some benefit of the doubt or some especial treatment.

I think the poor World, as we know it today requires a gigantic Cloud-Piercer, which would dissolve the clouds hanging over it and would let it enjoy a glimpse of the blue sky, where serene goodwill might be found.

A propos of the above, I read in the News Chronicle of August 30th, the following

1½ Mile High Sky Piercer:

A gigantic tower, more than six times as high as the Eiffel Tower, is one of the projected attractions of the 1937 International Exhibition in Paris.

The project has been evolved by M. Henri Lossier, Divisional President of the International Bridges and Scaffolding Association.

According to his plan, the tower, in shape, like a super-minaret, would be 6,666 feet high (the height of the Eiffel Tower is 1,000 feet), consist of 666 storeys, measure at its base a surface of 700 square feet, and at the summit 133 square feet.

Plane Platforms.

There would be three projecting platforms at respectively 2,000ft., 4,300ft. and 6,000ft. from the ground. The whole structure would be in reinforced concrete.

M. Lossier, who envisages the tower as a permanency, contends that the enormous cost of its construction would be amply repaid by the services it would render.

He claims that such a tower would be a valuable contribution to the aerial defence of Paris. Aeroplane sheds on the tower platforms are proposed so that in the case of a sudden air attack on Paris planes would take off from the platforms as soon as the raiders were signalled.

Time would thus be saved which is now lost by rising from the ground.

To Rival Alps.

For meteorological and astrological observations, the super-tower would provide a valuable basis of experiment and study. Best of all, says M. Lossier, it would provide in the midst of a city a centre for high altitude treatment of the many diseases that now necessitate journeys for treatment to Davos and other Alpine stations.

The site proposed for the tower is Issy les Moulineaux, originally used as the first aerodrome for Paris.

(The Empire State Building in New York, a skyscraper 1,248ft. high, is claimed to be the tallest building in the world.)

Those who frequent Cinemas regularly get so used to the pictures thrown on the screen that their critical faculties nowadays concentrate on the story, the photography and the singing, as well as the setting of the various acts. They do not realise that so far, the eye does not see the pictures on the screen as the human eye witnesses every ordinary sight. They do not realise, I think, that the pictures on the screen reproduce the images in full relief. This lack of relief has worried one of our compatriots and has made him invent a remedy. The "Morning Post" 4th Sept. states:

Cinema Images in Relief:

A Swiss inventor claims to have discovered a new process which may revolutionise the modern film-goer's conception of the cinema.

His object, in his researches, has been to reproduce the images reflected on the film screen in full relief, but instead of trying to alter the film itself he has concentrated on the spectator.

His idea is that each member of the audience should wear a special pair of spectacles, provided by the management of the cinema. These spectacles would not contain lenses but a special arrangement of mirrors on the principle of the stereoscope, which would give to the figures reflected on the screen the solidity of natural objects.

Not only would this method enable members of the audience in all parts of the house to have a good view, claims the inventor, but it would also enable shortsighted film-goers to see as well as their more fortunate companions. The inventor has been invited to London. I understand, to demonstrate his new invention to cinema managers.

In connection with some paragraphs of mine in an earlier issue, in which I asked when the Churches would really disassociate themselves from any and every form of militaristic life, I have received a longish letter from one of our Readers who believes that the salvation "from all the woes of this world is not to be found in a covenant among nations, but repentance before GOD and acceptance of His covenant in Christ." I very much appreciate the spirit in which that letter was written, but I doubt equally much whether this attitude in itself will lead us much forward. After all we have to confess that Humanity, of which the Christian Nations, so-called (!) — form a part only, is at loggerheads with Destiny on purely economic grounds. Religion can and should help to assuage the bitterness brought about by economic problems, or rather by the clumsy manner in which Statesmanship of modern times — so-called (!) grapples with their solution. But in the end human beings have to be fed first before they, en masse, become susceptible to the teachings of the finer ethics. I am all for starting by educating the young along clear lines of international brotherhood, destroying in their bosom the silly and dangerous national spirit — see previous issues of the S.O. for my definition of "patriotism" — and making them realise as soon as their minds can that the human family hangs together just like any family and that if one member suffers, the suffering will be passed on to others, inevitably and surely.

But I would thank my Reader for writing me that letter, because one always gets a new point of view and that in itself is refreshing and needful.

LA REPONSE NEGATIVE DE LA SUISSE.

Le Conseil fédéral a donc accepté à l'unanimité la proposition à lui présentée par sa délégation pour les affaires extérieures de voter contre l'admission de l'U. R. S. S. dans la Société des Nations.

Cette décision qui, relevons-le en passant, n'empêchera sans doute point les Soviets d'être reçus membres de l'aropage genevois, et peut-être même d'y siéger à la table du Conseil, n'en aura pas moins une grande répercussion non seulement en Suisse, où elle était somme toute attendue, mais aussi à l'étranger où elle ne laissera pas de susciter les commentaires les plus divers.

Le Conseil fédéral a, c'est certain, pesé le pour et le contre de la résolution à laquelle il s'est arrêté, et qu'il chargera vraisemblablement son premier délégué à l'Assemblée, M. Motta, de motiver publiquement. Car il importe, à notre avis, que les gouvernements et les peuples étrangers soient exactement et officiellement renseignés sur les mobiles qui ont poussé le gouvernement fédéral à adopter, dans cette question, une attitude qui, aux yeux des gens insuffisamment orientés, peut sembler paradoxale, puisque aussi bien la délégation suisse à la S. D. N. s'est toujours prononcée, en principe, en faveur de l'universalité de l'organisme wilsonien.

Ces mobiles que notre correspondant de Berne expose d'autre part, le peuple suisse, avec son robuste bon sens, les résume en ce seul mot: méfiance. Il craint que la délégation permanente que l'U. R. S. S. installera à Genève ne soit en même temps une officine de propagande bolchéviste et marxiste; que, pour reprendre une image de la *Nouvelle Gazette de Zurich*, la Russie soviétique à Genève ne soit "le cheval de Troie" recelant la ruine et la mort pour la Suisse. Il se souvient des jours douloureux de novembre 1918 et du rôle joué à l'époque par la trop fameuse mission russe inspiratrice du Soviet d'Olten, et qu'expulsa justement le Conseil fédéral.

Mais, dira-t-on, la Suisse n'étant pas en mesure, à elle seule d'empêcher l'admission de la Russie, à quoi son geste pourra-t-il bien servir? Ne risque-t-il pas de lui être, par la suite, plus habile qu'elle se contentât tout bonnement de s'abstenir?

A quoi nous rétorquerons que si, pour des raisons qu'il ne nous appartient pas d'apprécier — charbonnier étant maître chez soi — mais qui

ont dû, elles aussi, être mûrement pesées, le concient aux grandes puissances que la Russie des Soviets siège à leurs côtés à Genève, cela ne signifie pas du tout que la Suisse, renouvelant le geste de Ponce-Pilate, doive s'en laver les mains, et renoncer à exprimer tout haut, à la face de tous, avec la plus entière franchise, son opinion sur le gouvernement actuel de Moscou, l'aversion et la crainte que lui inspirent ses méthodes de propagande.

En matière de politique internationale, rien de plus dangereux que l'équivoque, et le Conseil fédéral, en répondant carrément "non" aura les coudees plus franches pour veiller "à la sûreté intérieure de la Confédération, au maintien de la tranquillité et de l'ordre" comme le lui prescrit la Constitution (art. 102), c'est-à-dire, en l'espèce, pour surveiller et réprimer toute propagande subversive que tenterait d'exercer, la IIIème internationale par le canal du gouvernement de Moscou. Il ne failira certainement pas à ce devoir, dans l'accomplissement duquel il sait pouvoir compter sur la grande majorité du peuple suisse. Point n'est besoin, pour nous défendre, de sortir de la S. D. N. comme le préconise le Front national qui a manifesté l'intention de lancer une initiative dans ce sens au cas où la candidature de la Russie serait admise; outre que le départ de la Suisse aurait pour corollaire le transfert du siège de la S. D. N. dans un autre pays, ce qui, à bien des égards, — non pas seulement d'ordre matériel, — serait regrettable, nous estimons que notre pays peut et doit encore jouer

un rôle utile dans le grand organisme international, qu'il y a sa place marquée et sa voie toute tracée. Aussi bien la Suisse n'est-elle point elle-même une Société des Nations en miniature?

Quoi qu'il en soit, nous souhaitons, en terminant, que les débats qui souvriront la semaine prochaine au Bâtiment électoral se déroulent dans le calme et la sérénité, et qu'aucune note discordante ne vienne les troubler, qui puisse causer du tort à Genève, ville accueillante qui s'est toujours honorée de respecter les lois de l'hospitalité.

Edgar Junod.

(Tribune de Genève).

LONDON SWISS RIFLE TEAM.

The Committee of the Surrey County Rifle Association struck upon a very happy idea in arranging an Invitation Prize meeting (Novelty Targets) for Sunday 9th September at the Bisley Rifle Ranges. The meeting was open to all comers and the Swiss Decimal Target especially proved such an attraction to the best marksmen that there were not sufficient targets and necessary marking paraphernalia available to go round with the result that many well-known shots at Bisley could not have a crack at them.

The members of the London Swiss Rifle Team, who were very courteously received, were privileged to use the Swiss Service rifle whereas,

of course, our British friends used their Service rifle with peep sight and wind gauge and to very good purpose. Captain Bunch amongst the first half dozen in the coveted King's Cup, was the highest scorer with 91 points out of a possible 100, and Captain Barlow actual winner of this year's King's Cup, had to be content with third prize with a score of 89. A good many marksmen had scores of 80 and over and the best Swiss score was the very creditable one of 86.

The Swiss Decimal target evoked tremendous interest and fascination, and it would not be surprising to see it at Bisley very frequently in future. Every marksman new to it had nothing but admiration for the same.

The scores of the London Swiss Rifle Team were as follows:—

Wetter	...	86	points.
Hess	...	84	"
Senn	...	83	"
Brullhardt	...	82	"
Fenner	...	70	"
Fischer	...	69	"

There can be no doubt that the peep sight and wind gauge give considerable advantage to the Riflemen against the open sight and perhaps a similar contrivance fitted to the Swiss Service Rifle might solve a controversy and definitely establish which of the two is the more accurate under similar conditions. I know which I would back.

H.S.

MY FLIGHT.

By ST.

(Continuation).

The clouds are lifting, we are nearing the sea, exactly 25 minutes after leaving Croydon we pass over Rye at an altitude of about 2,500 feet. The coastline, with its whitish cliffs is visible for miles and miles, the various piers of the many seaside resorts are stretching like little arms out into the sea; the latter looks like one large compact blue mass, not a ripple can be detected, it looks quite uncanny almost threatening. Mail boats, passenger steamers and fishing smacks look as if glued on to this heavy blue mass. The coast-line slowly disappears in a golden mist, we are left alone between a cloudless sky and the dark blue sea. I venture to walk to the Pilot's cabin in order to peep through the small window, the wireless operator has just received messages either from Croydon or Le Bourget, he passes them on to the captain, I notice that the course is slightly altered. Far in the distance again heavy clouds can be sighted, is the weather going to turn? I hardly had time to reflect on such a possibility, when the steward handed to me a small brown paper bag, which was lined with grease proof paper, with apprehension I looked at it, and there it stood in black print the words: "Contre le mal de l'Air."

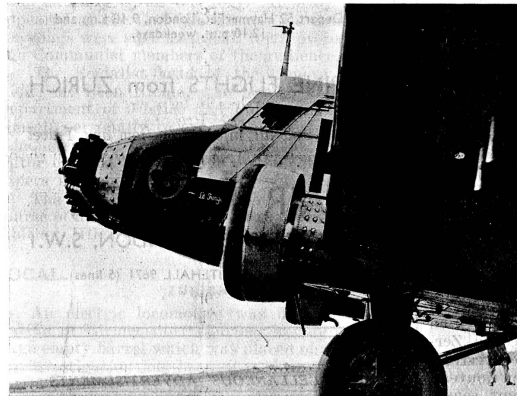
That seemed promising, having been for years an addict to sea-sickness I thought, by flying I could cheat this horrible and unpleasant illness, fortunately it proved to be only a precautionary measure, and this little paper bag is now a treasured memento of my first flight. —

In the far distance appears a faint line, and a few minutes later the French coast is in sight, we are approaching rapidly the mouth of the river Somme, the view is overpowering, to the left one can see as far as Etaples, whilst on the right the town of Dieppe can be clearly discerned, there is hardly time to take in this magnificent picture, as already we have crossed far inland.

The first impression flying over French soil is like passing over a huge carpet; the various shades of thousands of acres of cultivated land seem to resemble a futurist pattern. The hay stacks look like little studs on which this immense carpet is fixed to mother earth. As far as the eye reaches nothing but fields, here and there interrupted by woodlands and small rivers, which look like little silvery threads. Villages come and go, the churches stand out like landmarks, whilst for miles and miles the "route nationale" can be detected. Shortly before 10 o'clock we are passing over Compiègne at a great height; we are approaching the Metropolis of France and the first stage of my flight is accomplished. The lovely little lake of Auteuil with the adjoining race course can be sighted, it looks like a picture out of fairy land. In a moment we see Paris stretching out far below, in the distance the Eiffel Tower stands clearly out like a little toy, the houses look like tiny Noah's Arks, and the numerous lakes are about the size of a pocket handkerchief. Now we are planeing down to the Le Bourget aerodrome and have another thrill. The duration of the flight from Croydon to Le Bourget took exactly 1 hour and 32 minutes.

On descending from the "Golden Clipper" I endeavoured to have a good look at the machine which had brought me safely and comfortably for so many miles. This machine which is one of the fastest planes of the "Air France" has

a wing area of 670 square feet, with a wing span of 74 feet each, and is fitted with three engines with a total horse power of 1050, the empty weight with full equipment totals 8,800 lbs., weight of crew 352 lbs., Petrol and oil 1,980 lbs., and Payload 2,420 lbs., making a total of 13,552 lbs. The cruising speed is 150 miles p.h. (top speed 175 m.p.h.), the maximum height attained is 21,000 feet. The passenger cabin is 20 feet long, 6 feet high and 6 feet wide. The machine measures 72 feet in length. The cockpit (see ill.)



has room for two pilots with Dual control, and the height of the machine is 17 feet. Each passenger has an extremely comfortable armchair and a separate window, which may be opened. The passenger cabin is warmed in cold weather and engine noise is insulated by double cabin walls. There are two luggage compartments and a toilet. —

I had hardly time to get these few particulars from one of the most courteous officials, when I was told that the plane which was to take me to my homeland was ready to start, this time it was one of the famous machines of the "Swissair," a Swiss company which was founded in 1922. M. Ch. Messmer, their representative in Paris, whom I had the pleasure of meeting at the Aerodrome, told me that up to the end of 1933 his company had carried a total of 34,514 passengers covering a mileage of 5,974,100 km. without one fatal accident. — a wonderful achievement. — This company has, I am informed, initiated a service from Basle to London via Paris, in connection with the "Air France."

Happy to go a stage further in a Swiss machine, piloted by a countryman of my own, I took my seat in the comfortable Air liner, a Fokker machine fitted with three engines. A command, — a last waving of hands, and we are off; rapidly some of the outstanding landmarks, such as the Eiffel Tower and the church of Sacre Coeur disappear in a blue mist, and a few minutes later we are flying over the fair fields of France, which look once again like an enormous parquet floor. Every now and again we bump a little as we strike an air pocket, and the experience is very much like that of being in a motor-car when the brakes are suddenly applied. France strikes one in the main as a monotonous, not very interesting country, mostly flat, with undulating cornfields and large forests.

ments give me a foreboding, that we are nearing a further stage on my Journey's End. A glance out of my window reveals that we are passing now over the Vosges, thus breaking the monotony of the last hour, the picturesque villages of Alsace provide one with an unforgettable impression. Far away the faint blue chain of the Jura mountains appear, I seem to feel the breeze of my country meeting me. Suddenly a long silver line appears, visible for miles and miles, it is the Rhine, which is wending its way peacefully amongst hills, villages and towns. The machine which flew hitherto at a height of about 5,000 ft., begins slowly to descend, I have another look out, and see the proud City of Basle ahead, I can clearly detect the Minster as well as the imposing Railway Station, and the many bridges which connect the two borders of the Rhine. The engines have now stopped and we slowly glide through the air towards the Aerodrome at Birsfelden. My fellow-passengers have finished their beautifying labours and are getting ready to honour the town of Basle with their radiant beauty.

A little jolt, and a slight bump which nearly threw me into the arms of one of the fairest of the fair, and we have landed on Swiss soil after a wonderful passage of barely one and a half hours.

The Aerodrome at Birsfelden is in a lovely situation, and really resembles to a certain extent Le Bourget *en miniature*. Apart from the buildings of the Administration and the numerous hangars, there is a fine restaurant with a large terrace. Here again, as in Croydon and Le Bourget I found the officials most courteous and equally efficient. After the customs and passport examination which took only a few minutes, I adjourned to the Restaurant to drink to the success of the second stage of my journey. I found the travelling in a Swiss machine equally comfortable, and I was greatly impressed by the splendid appearance of the machine. It might interest my readers to know that the "Swissair" was the first company in Europe to start a service with fast machines obtaining a top speed of 270 km.p.h. The distance flown by the Swiss Company from 1922-1932 equals nine times the distance from the earth to the moon, or 5,000,000 km.

I had hardly had time to empty my glass and to take a few whiffs at a Swiss "Stumpfen," when the ringing of a bell announced the departure of a third machine with destination to Berne the end of my journey.

(Conclusion in next issue.)