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Bohnenblust and Charly Clerc are now dead and their successors will necessarily see things differently. This doesn't mean that the spirit which animated the founders has disappeared with them. It has changed in expression and adapted to new times. Even though the N.S.H. may no longer hold the limelight, it remains as a kind of mentor to our masters and as the conscience of Swiss democracy.

(PMB)

# COMMENT

## IMPROVING THE PHYSICAL FITNESS OF THE SWISS

On Sunday, 28th September, the Swiss people will have a busy time at the polls. Besides various cantonal matters they will tick their voting slips over the controversial "right for a home" initiative and a constitutional amendment providing for improved encouragement to sports.

Both issues involve a stepped up federal participation in the life of the nation. In the first case voters will be invited to call for more federal housing subsidies; in the second they will have to endorse a legal framework for sports.

Although there is not much originality in a vote seeking to establish the relationship between the practise of sports and the State, this was something long overdue and interesting from the historical point of view. The proposed article requires that the Confederation should legislate on the practise of gymnastics and sports. It has the right to decide, for example, whether sports should become compulsory in schools. The Confederation is also required to encourage adult sports and maintain a federal school of gymnastics and sports (a school which al-

ready exists but which will now have a federal status). The detailed application of future federal decrees in the matter of sports will be left to the discretion of the cantons. The present legislation on sports dates from 1907 and does no more but stipulate that young boys should have compulsory gymnastics at school. This means that nothing has been provided legally for school sports and that the physical training of Swiss girls is forgotten entirely. This does not in practice preclude basketball and such like contests in school gymnasiums, it only means that Swiss schools have not had the obligation of providing girls with a chance of practising sport. Boys enjoy the additional advantage over girls of being able to exercise their bodies in the Army.

The concern for the health of the Swiss, young and old alike, had been expressed in repeated interventions in Parliament in favour of federal assistance to sports. After all, the Swiss are reported to be sturdy and hard working people with a tradition of fitness to keep up. The statistics however contradict the Sempach and Morgarten image of the Swiss as stocky, muscular, determined, strapping and tanned leather-necks. Of a hundred young men inducted for national service, only 43 were found to be totally fit—free from bent backbones, flat feet, diseased teeth and crooked legs. Eight years ago, just over half of the boys medically gauged before recruitment were found to be completely fit. These and other figures have been a cause for concern to many a responsible citizen and prompted them to start taking steps to improve the lagging health level of an increasingly sedate and slovenly population. Sports for all in plenty was the new golden way to a revival of national health and the only *ersatz* to the lost life in the woods and the fields. The proposed article fits in as well with the problem of planning mass leisure time. As working hours are being steadily reduced, substitutions will have to be found and sports appear to be one of the most inoffensive, cheapest and healthiest among them.

Switzerland's paltry performances in international sports is another strong motive behind the initiative. Swiss Olympic medals have cropped up as historical rarities and have usually been won in non-athletic disciplines such as judo, show-jumping and yachting. Some of our national athletic records are about as brilliant as British public school parent-day records and there are Olympic disciplines for which no Swiss athlete is actually able to qualify.

It appears that the only sports in which the Swiss have distinguished themselves in the past six months were car racing and ski-ing. Our teams have showed little glory in ice-hockey and football competitions. Louis Noveraz's disappointing results in the

America Cup yachting contest be-  
reaves the Swiss of one of their rare  
titles of glory.

The support which the initiative is bound to get from voters will reflect their keen desire to see Switzerland shine in international competitions. There is enough money, free time and talent in Switzerland to see the best sporting results. It all needs a little more encouragement and organisation.

(PMB)

# SWISS NEWS

## A NEW SEASON AT THE SCHAUSPIELHAUS

The new director of Zurich's main theatre, the *Schauspielhaus*, will have an arduous task in rehabilitating it in the eyes of the Zurich public. Mr. Harry Buckwitz has explained in a long-awaited press conference that his style of management will be different. The Peter Loeffler era, where plays were a direct attack on their middle-class audience, is over. The emphasis at the Schauspielhaus will henceforth rest on the quality of the plays to be produced rather than on the chances of self-expression which they may afford to charismatic individual actors or their revolutionary impact. The public will be wooed by impeccable productions and flawless performances. Not surprisingly so, as the Schauspielhaus was rated as Europe's least-frequented theatre last year, with an average occupation of 42 per cent of the seats. The programme of the coming season offers a wide and eclectic sample of modern and classical plays. The season will start on September 17th (simultaneously with the beginning of the Basle season) with a public demonstration and talk-in on "What Theatre Is". The following day will see the premiere of Alfred Jarry's controversial play "King Ubu" (titles are the Editor's translation), followed on September 24th by Goethe's "Egmont". Then a new political creation by Adolf Muschg, "Goethe's Agitation", will be presented to the public. Other plays to follow will be "Urfaust" by Goethe, "The Ruling Class" by Peter Barnes, "Guerillas" by Rolf Hochmuth, "Naked Hamlet" by Joseph Papp and "Waiting for Godot" by Samuel Beckett. Finally, the season will culminate with the premiere of Friedrich Durrenmatt's new play, "Portrait of a Planet". This will take place on March 18th.

Mr. Harry Buckwitz intends to campaign in favour of the Schauspielhaus and the theatre on a wide front. A monthly theatrical journal will come out and a weekly "Night Studio" performance starting at 10.30 p.m. will show avant-garde plays at the Schauspielhaus. Mr. Buckwitz also plans to co-operate with the Schauspielhaus



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theatrical troupe and work with the artists on a collegial basis. All the omens are that by the end of the season the Schauspielhaus will have recovered from the crisis in which it was thrown by the noisy clash between its former director, Peter Loeffler, and his Zurich public.

(ATS)

### TOWARDS A CINEMA POLICY

The President of the Confederation, Hans Peter Tschudi, had to give an answer to two motions on Switzerland's hypothetical film industry. He was speaking in his capacity as head of the Home Department. The motions had been tabled by the national councillors Rasser and Ziegler, who had wished to direct the Federal Council's attention on the advisability of creating a national film studio and an office for the distribution of Swiss films.

Mr. Tschudi answered by referring them to the law on film encouragement which was passed late last year. This law, he said, should be allowed to take effect and bear fruits. Only then could the Federal Council consider further action and possible expenditure on the promotion of Swiss films.

With the present *Filmgesetz*, worthy cineasts receive token prizes for their better efforts. The law aims to encourage home production by giving cash prizes to the deserving, but the money earned in this way is small and hardly enough to support a Swiss film industry. About 1.3 million francs have been earmarked for the encouragement of films, a piddling sum which wouldn't even cover the cost of a cheap commercial film. For the time being Swiss films have therefore to be limited to documentaries and amateur productions. A film industry would need some weightier persuasion. There should be sufficient funds for Swiss cineasts to take the risk of creating a flop and not get ruined in the process. There should also be a minimum production—in the estimated region of six long films a year—which would keep the studios rolling and viable. But the Government would only be willing to allocate sizeable funds if it could be shown that a secure market for Swiss films existed or that such a market could be readily created. This alone would require the creation of a Swiss film propaganda office.

The basic question is whether Switzerland really wants a film industry. Economically, that would be the last thing needed by a country with an overheated economy. But films serve a moral purpose. Swiss films would be as important to the Swiss public as Swiss newspapers and Swiss books as they would help the nation to remain aware of its identity and its problems.

(Tages Anzeiger)

### TO SAVE BARENPLATZ

The men and women of Berne went to the polls last June and gave their consent to the transformation of Bubenberplatz. The main roads leading onto the square would be re-circuited and a tramway station would be built. This meant however that a new penetration into the heart of the town had to be provided for the duration of he work on Bubenberplatz. The planners picked out an axis running through Bundesplatz, Bärenplatz and Waisenhausplatz as the new path. The already existing street on that line, which crosses Käfigturm, the main road joining the hospital to Markstgasse and two tram lines, was to be widened so as to accommodate four lanes. The consequences of the project, termed as "temporary" by local planners, were that the quaintness and charm of Bärenplatz were to be disturbed and that the Käfigturm square could not longer serve as a "speakers corner", a function which it had traditionally held for so long. The speed with which the necessary 6,000 signatures were collected in the holiday season was a clear indication of how dearly the Bernese were attached to Bärenplatz and its atmosphere. The referendum, in fact, took the shape of a "financial referendum" attacking an excessive estimate for the project. But it was plainly aimed against an alteration of Bärenplatz. The vote will take place on September 28th and will show just how much the Bernese are ready to sacrifice for the charm of Bärenplatz with its cafes and traditional market. There is also a strong opposition to a four-lane axis plunging into the heart of the old town. The Referendum Committee names itself as the "Friends of the Bernese weekly market". The market on Bärenplatz is in fact barely surviving and the number of stands diminishes year by year. Farmers are evidently finding it nowadays less interesting to sell their goods on the poetical and medieval place and this would disclaim those who hold that the market has still an important role to play. The new clearway will, however, not be the final solution as plans have already been drawn for a tunnel to cross the town from Bollwerk to Laupenstrasse, with a connection at the Station. But as these works will require ten years, and an interim solution has to be found if the town is not to be clogged by traffic. Whether the Bernese women, who have an important say in the life of Bärenplatz see it this way, will be seen on September 28th.

### KLOTEN AIRPORT TO BE LINKED BY RAIL?

When the Canton of Zurich, the Confederation and the Federal Railways have agreed on their respective financial outlays, an ambitious 300 million franc project to link Kloten's intercontinental airport to the national



railway network will be under way. Kloten will one day be situated along the main east-west trunk route linking Geneva to St. Gallen via Berne, Zurich and Winterthur. The new route will branch off the present Zurich-Bülach line at Glattbrugg. It will run beneath the far end of the Schaffhauserstrasse and reach a maximum depth of 15 metres as it attains the precincts of the airport station. The line will have four tracks at the airport station. From Kloten airport it will curve eastward and resurface at the communal boundaries of Kloten and Basserdorf to continue towards Effretikon and Winterthur. Wallisellen will thus be by-passed as one goes from Zurich to Winterthur.

The idea of the project sprang from the fact that only 45 per cent of the users of Kloten airport have Zurich as their destination. The remaining 55 per cent come from other parts of Switzerland. As the number of passengers using Kloten is expected to grow from 4.1 million today to 12 million in 1980 this will constitute a lucrative market for the Federal railways. Kloten airport station will lie under *Flughafen II* planned to accommodate Jumbo jets. The facilities of this station will be sufficient for a traffic of up to 30 million passengers and 1.5 million tons of air-freight each year. This means that the project, which will take some seven years to accomplish, is as far-sighted as it can be. Work may start in 1971.

#### DIFFICULTIES AT BELPMOOS AIRPORT

One of the most controversial local issues in Berne is whether the Federal capital should have an international airport. Are the airports of Geneva, Zurich and Basle sufficient or should Berne follow suit? For the time being Berne's airport is small and incompletely equipped. It can only accommodate light passenger aircraft, such as Fokkers F-27 "Friendship",

the aircraft which have hitherto ensured the Paris route. Swissair, which took the initiative of introducing this route, would now like to cancel it because it has never been profitable. The company cancelled the Berne-London route not very long ago. Much as this may please the fervent opponents to a Bernese airport, federal and local authorities cannot accept this defeat without troubled feelings. After all, which capital worthy of the name can be without an airport? Berne may therefore be prepared to cover some of the deficit and withhold from Swissair the authorisation of cancelling the Paris route. The town already writes off the two million francs annual deficit of the airport. The reasons for the failure of the Paris route appear to be the inadequacy of the time-table. It is impossible to go to Paris and back on the same day. The outcome of present negotiations on the matter will be known when Swissair publishes its Winter timetable at the beginning of October.

(ATS)

#### PROBE INTO THE FUTURE

Switzerland is planning her future. This can only be done if she seeks to find out what the conditions will be in twenty or thirty years from now. Earlier this year a St. Gallen economics professor, Dr. F. Kneschaurek, had drawn out the main trends along which the life of the country, and more particularly the economic life, will evolve. Another professor from the same institution, Dr. A. Nydegger, has now produced another and more detailed report. Not only does he draw out future trends but articulates precise facts which will be actual as far away as the year 2000. By knowing these facts in advance, the Swiss government and local authorities have a basis on which to take the correct decisions on housing, road-building, schools and other long-term investments.

Here are some of the facts of the future:

The Swiss population will rise from 6.1 million today to 7.5 million in the year 2000. The working population will account for only 45 per cent of the total population compared with 47.5 per cent today. All of us who will still be alive by that time will be much richer. The average Swiss earned 11 250 francs in 1967: he will be making 25,000 francs a year by the turn of the century! This increased prosperity will be due to an all-round improved productivity which is estimated to rise by an annual 2.8 per cent up to 1975 and by 2.3 per cent henceforward. Taxation will increase and the total quota which each household will have to surrender to the state will increase from 16 per cent to 22 per cent of their income. But this sacrifice will be rewarded with increased state services. The Confederation will thus play an increased role in the welfare of the people—to the satisfaction of the Socialist party. The pattern of employment will also change considerably. Today 53 per cent of all employed persons work in industry, 37 per cent produce services like doctors, lawyers, bank employees, etc., and 10 per cent work on the land. These figures will change to 44 per cent for industry, 51 per cent for the services and 5 per cent only on the land. The ranks of the peasantry will clearly be reduced by a half, bringing about a diminution of the population of the countryside. The towns, on the other hand, will expand strongly and house 70 per cent of the population. Today, only about half of the Swiss people live in towns of over 10,000 inhabitants. Many of the 3,000 Swiss communes will find it hard to survive and the predictions of the Nydegger report may induce the State to give more support to rural areas. The influence which these predictions may have may well result in decisions which will make them wrong. If the "calculated" future looks unsatisfactory, then the best course is to alter it by taking steps which will make it different and which no economist can foretell. Probes into the future like the Kneschaurek and Nydegger reports cannot account for the unknown decisions taken by the unknown politicians of tomorrow. They cannot tell us whether Switzerland is or is not going to enter the Common Market. These kind of predictions are beyond the reach of statistics. They would need a crystal-ball soothsayer.

(Basler Nachrichten)

#### ARE CANTONS TO DISAPPEAR?

The future is also the concern of the "Foundation for Federal Co-operation" which conducted a nationwide survey on Swiss attitudes towards the present political set-up. The "guinea pigs" were confronted with questions on how Switzerland will appear in the year 2000. They were asked whether the federal system, with its 22 cantons

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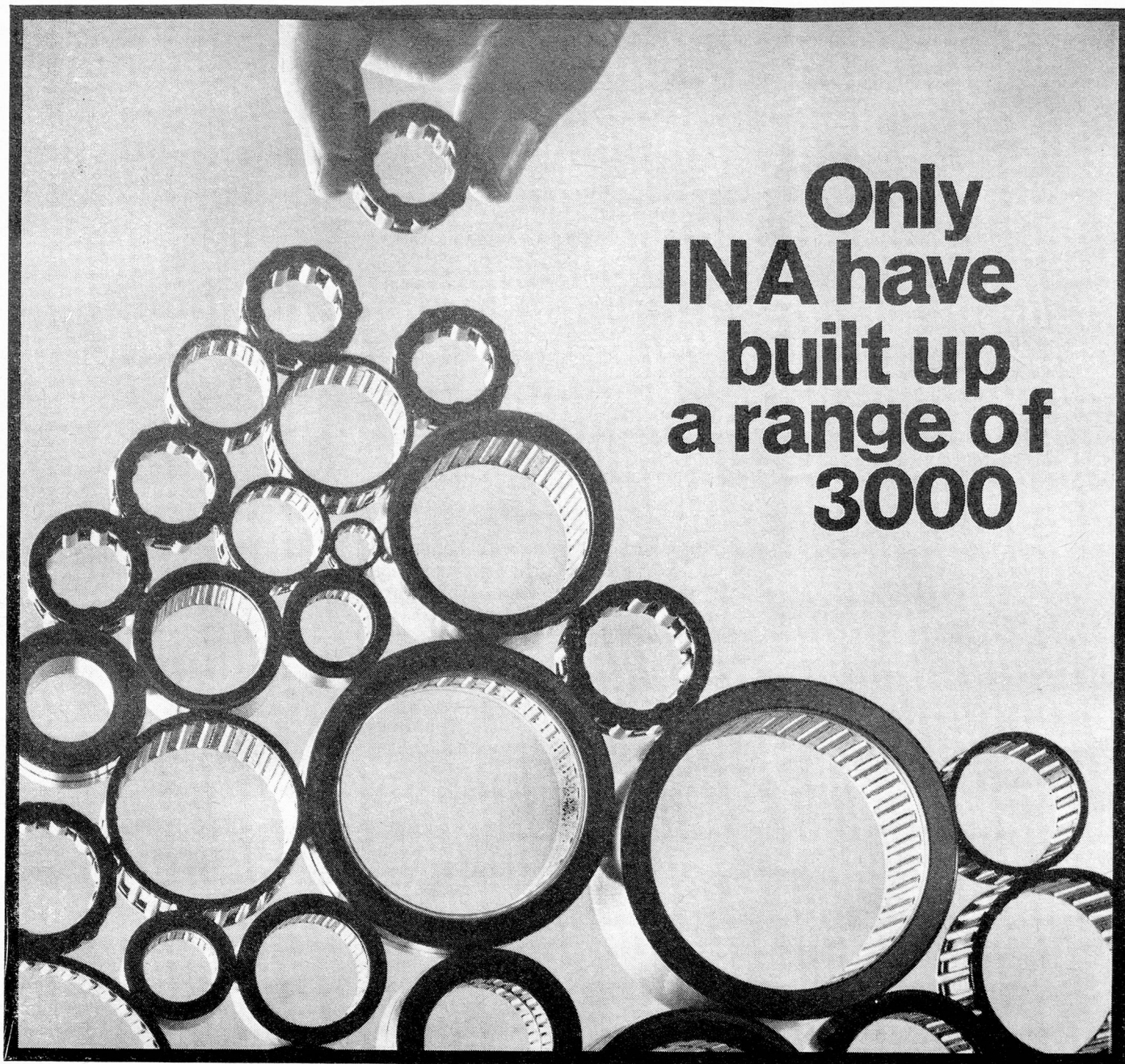
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or semi-independent states, will still be in existence; whether this division will be superseded by the creation of regional areas; whether federalism will be done away with altogether and give way to a completely centralised system of government. The outcome of the enquiry revealed that 43 per cent of the sample thought that federalism would still be holding out by 2000 AD. Twenty per cent believed that the country would switch over to some kind of regional administration, 14 per cent considered that federalism would not last out the century, and twenty three per cent would not advance any opinion. The Foundation for Federal Co-operation is now to organise university study groups with the mission of devising models of the three political regimes which were the consequence of each group of answers—federalism, regionalism and centralism. The outcome of these studies will be published in Autumn 1974. The enquirers did their job thoroughly and found among a host of other details that the strongest percentage of "regionalists" was found in French-speaking cantons and that the "centralists" were foremost of the younger generation.

#### GENEVA, THE SWISS CONGRESS CAPITAL

A false tradition would have Switzerland as the host to the greatest number of international organisations. Actually, Switzerland comes in fourth position after France, Belgium and the United Kingdom. The USA comes in fifth position and Japan, in sixth position, is up-and-coming in the field. But as far as international congresses are concerned, Geneva is in second world position behind Paris. Basle, Berne and Zurich fell from the list of the top ten in 1968. A recent statistic revealed that congresses were becoming a new fashion. There were 3,500 of them last year with 2 million participants. The habit is expected to grow and the figures to expand fast enough to generate a "congress industry". The thriving business of congresses can be sized up from the consideration that a delegate to a three- or four-day congress spends 200 francs a day on

average. Geneva has decided to capture this congress market and capitalise on her international reputation. Although restrictive economic measures have prevented the 35 million franc "Maison des Congrès" from being built (although the project had been passed by the Genevise people) a great number of other halls have now been equipped for important congresses both in the town and the immediate suburbs. Excluding all the business carried out in Geneva's international organisations, there are from 40 to 50 congresses in Geneva each year. As for the international organisations, they hold some 500 sessions with 600 sittings and 25,000 delegates each year. The UN building in Geneva, built at the end of the war has been too small to cope with such an affluence for a long time and is currently being doubled. The "Palais des Expositions" is one of the principal buildings for congresses. It has a 3,600 seat refectory and all the necessary facilities. But the Palais des Expositions is due to be rebuilt outside town, at Le Grand Saconnex, and this vast complex will accumulate the traditional functions of an exhibition hall and promising role of congress coliseum. The hotel industry also intends to get its share of the rich pickings of the congress industry. It has made a good start by already offering 12,000 beds. Not bad at all considering that London has 52,000 beds and that 250,000 would be needed if the proportion with Geneva were kept up.

(*Journal de Genève*)

#### PROHIBITED BATHING IN THE UPPER RHINE

The health authorities of Zurich have prohibited all bathing on the Zurich stretch of the Rhine. This means that all picnickers on one shore of the river from Dachsels to Eglisau are breaking the law whenever they take a dip, but not on the other. Schaffhausen, whose territory lies on the other side, has not taken any similar measures. From this the apparently ridiculous conclusion can be drawn that the Rhine is clean along its northern shore, and polluted on its southern

shore. Precise measurements have however shown that this actually was the case. The geography of the river and its tributaries somehow contrives to make the Rhine unsymmetrical in its pollution and it is thus considered more hygienic to bathe on the Schaffhausen side than on the Zurich side. The Zurich decision has outraged the many weekend hikers who come to enjoy this part of the Rhine.

The Schaffhausen side of the Rhine is by no means limpid and pure. The degree of pollution of the Rhine has grown steadily, so much so that the German press has spoken of the risk of typhus.

Probes have shown that the Rhine is clean as it leaves the lake of Konstanz and the Untersee. It is clean as it arrives at Schaffhausen. It is only after the city and especially the industrial and tourist centre of Neuhausen, situated next to the famous Rhine Falls, that the stream is polluted. The recently-erected dam at Rheinau worsens the situation further downstream, because the accumulation of water regenerates rather than dissolves the impurities of the river. Further downstream, after Ellikon, the river Thur pours the effluents of part of Canton Zurich into the Rhine. Many of these problems will be alleviated by the forthcoming opening of a giant purification plant at Rötti, near the Rhine Falls. Picnickers along the Rhine from Dachsels to Heglisau meanwhile have a living example of Switzerland's cantonal diversity.

#### LE SIGNAL DE BOUGY

*Le Signal de Bougy* is a beauty spot overlooking Rolle and offering a view embracing both ends of Lake Geneva. The famed *Féchy* vines slope down from this promontory to the water. 300 hectares of gardens make the spot a favourite destination for outings and weekend parties. The land was privately-owned and on sale for the last ten years. The public was unconcerned about the eventuality of losing the site until a Swedish group wishing to build a luxury clinic came up with an offer. The reaction among the inhabitants of "*La Côte*" and Aubonne

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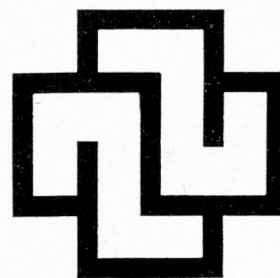


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was spontaneous and immediate: the transaction was not to be allowed to go through. It was not the fact that the buyers were foreign which worried the people of the area, but plainly the loss of such a beautiful and valuable open site. The prefect of the district of Aubonne hit on the idea of attracting Migros's interest in the site. Migros had already transformed a private property in Rueschlikon into a vast cultural and recreational centre which contains the Gottlieb Duttweiler Institute and the prefect thought that Migros might want to repeat the experiment. He was right. Migros was rapidly pleased with the idea and agreed to a satisfactory arrangement with the mayors and the interested parties of the vicinity. Work is now about to start on the creation of a vast park furnished with a concert hall, a theatre, restaurants and sport facilities. Le Signal de Bougy is about to become a new embodiment of Duttweiler's social capitalism and privately-sponsored welfare state.

### THE DISPUTE BETWEEN SCHAFFHAUSEN AND THURGAU

For many years the neighbouring cantons of Schaffhausen and Thurgau have been in dire disagreement over a projected dam at Stein am Rhein to check the overflow of the Rhine. The Untersee and Stein am Rhein have been the scene of Switzerland's worst flooding disasters. The first plans to master the spates of the Rhine were conceived by the German engineer J. Waibel after the flood of 1816. He thought that the rocks of the Jura above Schaffhausen acted as a dam obstructing the flow of the river and projected the blasting-out of a gallery acting as a relief channel. This plan was discussed endlessly as the clamour for protection against floods in the Untersee continued. But nothing had been done when the disaster struck again in 1876. The pressure from the inhabitants of the lakeshore then became so urgent that the director of public works in the province of Baden elaborated a new plan which foresaw a dredging of the Rhine down to Schaffhausen. This was strongly opposed by the Canton of Schaffhausen, which saw in this solution an increased risk of flooding of its own area. The Canton hired a famed hydraulics engineer to put forward a counter-proposal. To satisfy the Schaffhausen conditions, the specialist suggested, in 1890, a dredging of the Rhine-bed just below Stein am Rhein, the construction of sluices at Stein am Rhein itself and the blasting of underwater galleries at the Eschenzer bend. The accomplishment of this project depended on international and intercantonal agreements. These were never reached and wars and crises prevented the project from being undertaken. But the desire to forestall future catastrophes had not waned among the people of Thurgau. The Great Council of Thurgau consistently resolved to

build a wall across the Rhine at Stein am Rhein, an intention loudly opposed by Schaffhausen. Thurgau then commissioned the Federal hydraulics Institute to find a better location. The Schaffhausen village of Hemishofen was proposed as a new site for the dam. This unleashed waves of demonstrations from Schaffhausen nature lovers, who claimed that the dam would upset the natural life on the only untouched stretch of Rhine above Basle. The dam would furthermore bring the dreaded possibility of navigation on the upper Rhine just that nearer.

A new factor has emerged in the dispute because the old-fashioned road bridge at Stein am Rhein will have to be closed down for reconstruction. Traffic will be diverted for a winter with considerable inconvenience to the business life of Schaffhausen. But the re-opening of the bridge itself will only postpone inevitable difficulties because Stein am Rhein is a quaint old town and its narrow main street will not be able to take much more traffic. The autobahn from Stuttgart to Konstanz which will soon be pouring traffic towards the south will speed up the advent of the day when the Stein am Rhein road will be definitely inadequate. This means that a second bridge across the Rhine will be imperative and more especially to the Canton of Schaffhausen. Hemishofen appears to be the best site for this bridge. As Thurgau will also be involved by the project, Schaffhausen has sought its financial participation. So far, Thurgau has indicated that it was not interested in a bridge at Hemishofen and that it had more urgent road construction plans under review. But the canton may relent if Schaffhausen softens its opposition to the Rhine dam project. This affair has produced some ruffled feelings and hard words in two cantons which are otherwise the friendliest of neighbours. This plain conflict of interest has its legal complications as the regulation of lakes and rivers lies within the Confederation's responsibility and the construction of roads and bridges belongs to the cantons. But the end of the story is not yet told because a renewed expertise has shown that a dam across the Rhine would not be a guarantee against future inundations and that other ways had therefore to be sought.

*(Basler Nachrichten)*

### FEDERAL AID TO PRIVATE RAILWAYS

A recent "message" from the Federal Council to Parliament asks for credits of 140 million francs towards Switzerland's private railways. The funds should help them to make ends meet. These railways are almost all loss-making enterprises and have relied on abundant federal help since the 1st July, 1958 law on assistance to pri-

vate railways took effect. The most important slice of this assistance was used in renewing rolling stock and modernising railway installations. These companies are unable to pay off the vast expenditures which their modernisation requires and could not survive without generous injections from the State. Not only are their earnings too small to provide for their necessary equipment, many actually make a loss on operating expenditure. Part of federal help is then supplied only to write off their losses. Most of these railways run through rugged and mountainous areas and are therefore vulnerable to the natural disasters. The Furka-Oberalp and the Brienz-Rothorn railways have suffered badly from avalanches and earth movements. Seven railways have been closed down in the past 12 years and converted to bus services. They included the Sernftalbahn. But these closures usually run against considerable political opposition and there have been too few of them for this reason. But ten more railways are on the list of future closures. The Biel-Täuffelen-Ins and Frauenfeld-Wils railways stand prominently on that list.

Private railways do not lose money because of bad management or because they are private, but because they usually serve peripheral and non-industrial regions. The Federal Railways fold a profit only because the income from strong and lucrative trunk routes outbalance the losses on the weaker lines. The private mountain railroads are a social service and this is why they receive support from the Confederation.

Two of Switzerland's most important private railways, the Bern-Loetschberg-Simplon (B.L.S.) and the Rhaetian lines are in the process of being taken over by the Federal Railways. Both these lines are of considerable economic importance and the Department of Communications and Transport plans to double the tracks of the Bern-Loetschberg-Simplon line.

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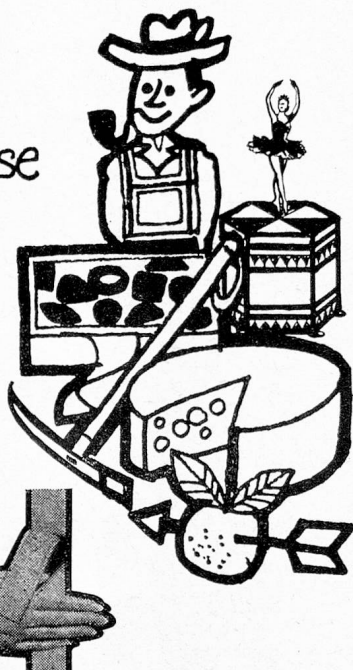
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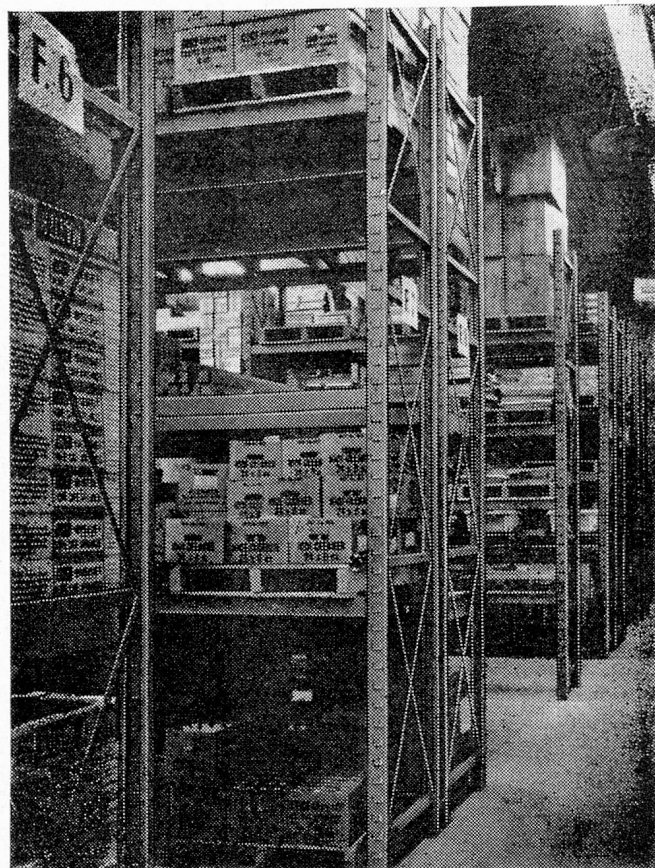
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Years ago the Government was ready to take-over the Bern-Loetschberg-Simplon line by buying the shares at book value. But a fraction of dissatisfied shareholders thought that they were being underpaid and appealed to the Federal Court, who overruled their case early last year. The deal was about to go through after lengthy preliminary investigations and negotiations with B.L.S. officials, when the authorities of Graubunden offered the Rhaetian railway for sale. They wanted their railway to be sold in a joint deal and same package as the B.L.S. Bern was prepared to look into their case and postponed the definite takeover of the B.L.S. The experts will have to work out how much they can offer to Graubunden for the Rhaetian railway. It seems that Bern is ready to pay 40 per cent of book value. If Canton Graubunden is satisfied with the deal, then the combined B.L.S. and Rhaetian Railway takeover will fall under the scrutiny of Parliament early next year.

### THE CAUSES OF ROAD ACCIDENTS

The number of road accidents increased faster than the number of road vehicles last year. There were 68,096 recorded accidents, 41,060 of which produced only material damage, 30,018 people were wounded and 1,577 killed. The police have made a breakdown of the various causes of road accidents. The first and deadliest cause was *speed* unadjusted to road conditions. Then came disrespect of priority, inattention, coasting too near, bad weather conditions, branching off without sufficient warning, rash overtaking, driving on the left and vehicles not in order. About 12 per cent of all accidents involved pedestrians. Over two-fifth of these victims were children. The total cost of these accidents to insurance companies was a record 180 million francs.

### SWISSAIR STEPS US WINTER FLIGHTS TO SWITZERLAND

For the first time in the coming winter Swissair will offer low-fare night tourist flights from London to Switzerland throughout the timetable period from November 1. From that date a night flight will go to Geneva on Fridays and to Zurich on Sundays. From mid-December night flights will operate to Zurich daily, to Geneva five times weekly and to Basle every Sunday.

The day frequency remains unchanged with three return flights daily between London and Zurich, two between London and Geneva and one between London and Basle. Capacity will be increased, however, compared with last winter, in that 116-seat Coronado jets will be used throughout the winter period on the London-Zurich v.v. morning services and additionally

in the peak season on the midday flight Zurich-London, the afternoon flights London-Geneva v.v. and the evening service London-Zurich. Last winter all services were flown with 89-seat DC-9 jets and this aircraft type will again operate in the coming season on all services except those detailed above.

Operation will continue of the daily Manchester-Zurich service via Rotterdam, except that the flight will now leave Manchester at 0900 hours, as against 0840 last winter.

No changes from the summer schedules are foreseen for the joint Swissair/BEA all-cargo services between the U.K. and Switzerland: between London and Zurich Swissair will operate twice weekly with a DC-9-33F jet freighter and BEA five times weekly with Merchantman aircraft. Swissair operates Manchester-Zurich v.v. four times weekly with DC-9-33F.

(Swissair)

### A DUD CHEQUE

A German photographer, aged 27, attempted to draw a 20,400 mark cheque from his account. He demanded 7,500 francs in cash at a Zurich bank and asked for the remainder to be transferred to a branch of the bank in Berne. But the counter clerk rang the Berne branch beforehand and learnt that his customer's account at that bank was overdrawn by 24,000 francs. It was found a short while later that the man was also overdrawn by 10,000 marks in his account at a German branch of the bank. He was arrested during a second visit to the Zurich branch.

(ATS)

### A MEAGRE HUNTING TROPHY

The State Council of Fribourg has decided that each licensed hunter will have the right to one chamois and one adult roe-deer during the coming hunting season.

Last winter was so severe that 139 dead chamois and 130 dead deers have been counted and the game has sufficiently diminished to need extra protection for this year.

(ATS)

### ATTEMPTED MURDER FOR 300 FRANCS

A 40 year-old labourer in Bremgarten, named Robert Faller, seriously wounded his 70-year-old father in an attempt to rob him of his purse containing 300 francs. Having prolonged the argument in the cellar of his paternal home, the man struck his father on the head with the flat side of an axe. His victim, however, managed to grip the implement, was nearly strangled by his son's efforts to make him drop it. He was eventually hit on the head again and his son took flight with the 300 francs. The unlucky old man managed to drag himself to the nearest police station and denounce his son.

(ATS)

### FRANK BORMAN MEETS

#### MR. MARCEL NAVILLE

The American astronaut Frank Borman has been sent across the world on a special mission by President Nixon. His task is to discuss the problems of war prisoners in South East Asia with various governments and international institutions. This mission was, in Frank Borman's own words, "difficult and delicate". He has established contacts in Moscow, Warsaw, Stockholm, Paris and Algiers. In Geneva he met Mr. Marcel Naville, the recently elected Swiss President of the International Red Cross.

(ATS)

### CHURCH LOOTERS IN THE VALAIS

A group of young iconoclasts led by a 19-year-old youth have been arrested in the Valais. They had stolen valuable statues, chandeliers, precious ancient icons and other religious objects from chapels in the surroundings of Loeche. They had also destroyed the crosses and religious monuments of the neighbouring countryside.

(ATS)

### CRISIS IN THE POST OFFICE

The Swiss G.P.O. is suffering from an acute shortage of labour—a common occurrence in Switzerland. Official restrictions on foreign manpower have fixed a ceiling of 100 men for the whole postal system and the only solution left lies in attracting more Swiss job-seekers to the postal and telephone services by offering better prospects. All postal employees are to get increases of 4 per cent backdated to 1st July and hourly rates will rise for night shifts and city work. The post office is now so short of labour that over 2,000 jobs are held on a temporary basis by un-uniformed outsiders. The *Sihlpost* in Zurich, for example, is a breadbasket on which generations of students have subsisted. Elsewhere postal employees have had to be transferred from rural areas, where they are less thinly spread, to urban areas. Part of the postal services of Basle are thus being maintained by postmen imported from the Neuchatel Jura. Such stop-gap solutions must however be temporary and the G.P.O. management dream of a permanent settlement to the problem. There was talk of reducing the home mail deliveries to one a day. Computerisation and rationalisation have shown their limits. It is estimated however that 1,500 jobs could presently be saved by extended automation. But no robot will ever replace the postman and no machine can as yet read the addresses of parcels and letters.



# An ordinary Monday in the life of an ordinary airline.

**0000 h** SR 281 Nairobi-Zurich  
**0035 h** SR 115 New York-Geneva  
**0050 h** SR 303 Beirut-Athens  
**0205 h** SR 336 Zurich-Tel Aviv  
**0325 h** SR 303 Athens-Geneva  
**0510 h** SR 202 Dakar-Rio de Janeiro  
**0550 h** SR 303 Geneva-Zurich  
**0625 h** SR 420 Geneva-Zurich  
**0635 h** SR 600 Basel-Zurich  
**0710 h** SR 920 Zurich-Geneva  
**0720 h** SR 950 Basel-Geneva  
**0725 h** SR 331 Tel Aviv-Zurich  
**0730 h** SR 720 Geneva-Paris  
**0740 h** SR 420 Zurich-Copenhagen  
**0740 h** SR 740 Zurich-Basel  
**0745 h** SR 470 Zurich-Prague  
**0745 h** SR 800 Zurich-London  
**0750 h** SR 430 Zurich-Vienna  
**0750 h** SR 600 Zurich-Rome  
**0755 h** SR 510 Zurich-Dusseldorf  
**0755 h** SR 790 Zurich-Amsterdam  
**0800 h** SR 922 Zurich-Geneva  
**0805 h** SR 111 Geneva-Zurich  
**0805 h** SR 530 Zurich-Frankfurt  
**0810 h** SR 411 Helsinki-Stockholm  
**0810 h** SR 550 Zurich-Munich  
**0815 h** SR 304 Bangkok-Hong Kong  
**0815 h** SR 500 Zurich-Hamburg  
**0815 h** SR 657 Madrid-Geneva  
**0815 h** SR 770 Zurich-Brussels  
**0820 h** SR 640 Geneva-Milan  
**0825 h** SR 570 Zurich-Stuttgart  
**0830 h** SR 951 Geneva-Basel  
**0835 h** SR 411 Stockholm-Zurich  
**0835 h** SR 740 Basel-Paris  
**0840 h** SR 323 Istanbul-Zurich  
**0850 h** SR 821 London-Basel  
**0850 h** SR 841 Manchester-Rotterdam  
**0900 h** SR 721 Paris-Geneva  
**0905 h** SR 810 Geneva-London  
**0915 h** SR 202 Rio de Janeiro-São Paulo  
**0915 h** SR 235 Casablanca-Malaga  
**0915 h** SR 469 Budapest-Zurich  
**0935 h** SR 511 Dusseldorf-Zurich  
**0940 h** SR 431 Vienna-Zurich  
**0940 h** SR 551 Munich-Zurich

## (I.)

**0945 h** SR 420 Copenhagen-Oslo  
**0945 h** SR 471 Prague-Zurich  
**1000 h** SR 501 Hamburg-Zurich  
**1000 h** SR 571 Stuttgart-Zurich  
**1010 h** SR 701 Paris-Zurich  
**1010 h** SR 771 Brussels-Zurich  
**1010 h** SR 801 London-Zurich  
**1015 h** SR 791 Amsterdam-Zurich  
**1015 h** SR 841 Rotterdam-Zurich  
**1015 h** SR 960 Zurich-Basel  
**1020 h** SR 983 Berne-Zurich  
**1025 h** SR 531 Frankfurt-Zurich  
**1030 h** SR 722 Geneva-Paris  
**1040 h** SR 130 Zurich-Geneva  
**1040 h** SR 611 Rome-Geneva  
**1050 h** SR 202 São Paulo-Buenos Aires  
**1050 h** SR 621 Milan-Zurich  
**1110 h** SR 811 London-Geneva  
**1115 h** SR 511 Zurich-Geneva  
**1125 h** SR 421 Oslo-Copenhagen  
**1140 h** SR 235 Malaga-Geneva  
**1140 h** SR 450 Zurich-Zagreb  
**1145 h** SR 432 Zurich-Vienna  
**1145 h** SR 514 Zurich-Dusseldorf  
**1145 h** SR 742 Basel-Paris  
**1150 h** SR 580 Zurich-Cologne  
**1150 h** SR 690 Zurich-Lisbon  
**1155 h** SR 622 Zurich-Milan  
**1200 h** SR 100 Zurich-New York  
**1200 h** SR 130 Geneva-Lisbon  
**1200 h** SR 350 Zurich-Athens  
**1200 h** SR 375 Teheran-Athens  
**1200 h** SR 723 Paris-Geneva  
**1205 h** SR 160 Zurich-Montreal  
**1210 h** SR 554 Zurich-Munich  
**1220 h** SR 604 Zurich-Rome  
**1225 h** SR 402 Geneva-Copenhagen  
**1225 h** SR 534 Zurich-Frankfurt  
**1225 h** SR 953 Geneva-Basel  
**1230 h** SR 574 Zurich-Stuttgart  
**1230 h** SR 982 Zurich-Berne  
**1235 h** SR 660 Zurich-Barcelona  
**1235 h** SR 804 Zurich-London  
**1245 h** SR 370 Zurich-Istanbul  
**1245 h** SR 670 Zurich-Palma  
**1250 h** SR 650 Zurich-Madrid

**1255 h** SR 421 Copenhagen-Zurich  
**1300 h** SR 338 Zurich-Geneva  
**1305 h** SR 202 Buenos Aires-Santiago  
**1315 h** SR 102 Zurich-New York  
**1320 h** SR 515 Dusseldorf-Zurich  
**1320 h** SR 581 Cologne-Zurich  
**1325 h** SR 433 Vienna-Zurich  
**1325 h** SR 450 Zagreb-Belgrade  
**1330 h** SR 115 Geneva-Zurich  
**1330 h** SR 304 Hong Kong-Tokyo  
**1330 h** SR 555 Munich-Zurich  
**1330 h** SR 724 Geneva-Paris  
**1335 h** SR 575 Stuttgart-Zurich  
**1335 h** SR 718 Berne-Paris  
**1340 h** SR 346 Geneva-Athens  
**1345 h** SR 516 Zurich-Dusseldorf  
**1345 h** SR 535 Frankfurt-Zurich  
**1345 h** SR 719 Paris-Berne  
**1345 h** SR 967 Basel-Zurich  
**1410 h** SR 623 Milan-Zurich  
**1410 h** SR 774 Geneva-Brussels  
**1415 h** SR 338 Geneva-Tel Aviv  
**1420 h** SR 235 Geneva-Zurich  
**1420 h** SR 492 Geneva-Zurich  
**1430 h** SR 792 Zurich-Amsterdam  
**1450 h** SR 806 Zurich-London  
**1500 h** SR 693 Lisbon-Geneva  
**1500 h** SR 725 Paris-Geneva  
**1505 h** SR 130 Lisbon-New York  
**1505 h** SR 375 Athens-Geneva  
**1505 h** SR 706 Zurich-Paris  
**1510 h** SR 451 Belgrade-Zagreb  
**1510 h** SR 624 Zurich-Milan  
**1520 h** SR 403 Copenhagen-Geneva  
**1520 h** SR 523 Dusseldorf-Frankfurt  
**1520 h** SR 671 Palma-Zurich  
**1520 h** SR 750 Zurich-Nice  
**1520 h** SR 813 London-Geneva  
**1525 h** SR 433 Zurich-Basel  
**1525 h** SR 605 Rome-Zurich  
**1535 h** SR 466 Zurich-Budapest  
**1535 h** SR 743 Paris-Basel  
**1540 h** SR 492 Zurich-Warsaw  
**1540 h** SR 984 Zurich-Berne  
**1550 h** SR 651 Madrid-Zurich  
**1550 h** SR 775 Brussels-Geneva

*To be continued.\**



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## MR. SPUEHLER BECOMES HEAD OF THE "PRO HELVETIA FOUNDATION"

Mr. Willy Spuehler, former federal counsellor, has been appointed as the new president of the "Pro Helvetia" foundation. He succeeds to Mr. Michael Stettler, Director of the Abegg Foundation in Riggisberg and its remarkable museum. Having been recently appointed to the Council for Scientific Research, Mr. Stettler had felt that he could no longer assume the presidency of Pro Helvetia. This Foundation receives federal grants to propagate Swiss culture abroad. Mr. Spuehler became President of the Foundation of the Swiss Forum in London in May. His retirement thus seems to be placed under the sign of the Swiss Abroad.

(ATS)

## CRASH OF A MIRAGE

A Mirage IIIS fighter aircraft developed engine trouble in the course of a training flight and crashed in a field near Combremont-le-Petit, in Vaud. The pilot could eject himself free and parachute down to safety. This was the second of the Air Force's costly Mirages to crash so far. A third was badly damaged on landing. But the experts find that this is a small crash rate in considering that these planes have already accomplished 11,000 hours of flying.

(ATS)

## TWENTY RECRUITS STAGE A HUNGER STRIKE

Twenty recruits serving their basic training in the sanitary corps at Bellinzona staged a 6-day hunger strike to protest against the sending of one of

their mates into a psychiatric clinic. The man had insulted an officer. His conduct had been consistently unsubmitive and knowing that this particular offender suffered from psychiatric problems, the commander of the unit decided to send him to an army psychiatric clinic rather than to punish him by the usual disciplinary methods.

## NEWS FROM J. M. VON DER WEID

Jean-Marc Von der Weid, the Swiss-Brazilian double-national who created an administrative upheaval in Berne by destroying his Swiss passport, is among 80 students currently being tried for political activities by a military tribunal in Rio. The Political Department in Berne has instructed the Embassy in Rio to follow the case. One of the officials, Mr. Roch, has managed to attend the court hearings and have a private interview with Von der Weid. Von der Weid told him that he had been repeatedly tortured but that the conditions of his internment had been eased off.

## HELP TO HANDICAPPED

A commentator in the *Journal de Genève* remarked that the attitude of the Swiss public towards physically handicapped people had improved. The handicapped were no longer treated as curiosities and were enjoying somewhat more understanding. They could also find jobs more easily than ever before. But they still remained a long way away from complete integration into society. The public should still make an effort, wrote the commentator, to break the mould of inexorable sufferers into which they seemed to be automatically forced.

Two welcome innovations which will ease the lives of handicapped people could be noted. In Zurich, the front entrance of trams and trolley buses (which lie opposite to the main passenger entrance) were marked by the handicapped symbol, a black triangle in a yellow circle, thus inviting them to use this entrance and save the considerable difficulty which they encounter in climbing into the high steps of city public transport. This arrangement will probably spread to other cities. Another welcome change was the housing of the Invalid Association's offices in Schwytz in the same building as the Old Age Pension office. The entrance to the offices is devoid of steps and threshold. The doors are wide so that they give no problems to wheelchairs and lifts are sufficiently spacious so that handicapped people can be wheeled into them without difficulty. The commentator ends his piece by suggesting that more such public buildings—libraries foremost among them—should be similarly designed.

## NEW STAMPS FROM LIECHTENSTEIN

The Principality of Liechtenstein is commemorating the 500th Anniversary of the birth of the troubadour Wolfram von Eschenbach by issuing a series of stamps with motives inspired by a collection of songs from the Middle Age minnesingers. The United Nations administration in Geneva will be issuing four new Swiss stamps on September 22nd thus completing the series launched on 4th October last year.

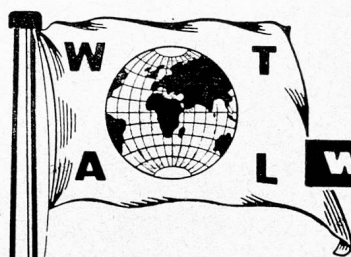
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