

Zeitschrift: Helvetia : magazine of the Swiss Society of New Zealand
Herausgeber: Swiss Society of New Zealand
Band: 19 (1956)
Heft: [1]

Rubrik: News from Switzerland

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Greenwich Mean Time.	Sundays	Mondays	Tuesdays	Wednesdays
7.15	Disc of the Day	Disc of the Day	Disc of the Day	Disc of the Day
7.20	Home News	Home News	Home News	Home News
7.25	The Geneva Observer (Bernard Beguin)	Sports Roundup	Press Review (H. Boschenstein)	Labour Problems (Theo Chopard)
7.30	Swiss children sing	Max Nef comments on Home Affairs	Dance with Lance! in Swing style	Pierre Cordey comments on Foreign Affairs
7.40	IN HIS NAME	7.35 Waltzes and Scottish		7.35 Accordeon Serenade
7.45	World Youth Radio Magazine (Editor: Russell Henderson)	7.45 On the Spot Weekly Actuality Programme (by Russell Henderson)	Science in Switzerland (by Russell Henderson)	7.45 Madeleine Presents (A Programme for Women)
8.00	Sunday Concert	A Penny—a Song Our request programme (presented by Lance and Isabel)	Soiree Romande (For the Swiss Abroad)	From the Swiss Concert Halls
8.30	"Do You Know This?" SBC's Quiz Programme (Quiz Master: Lance Tschanen)			
9.00	Close Down	Close Down	Close Down	Close Down

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NEWS FROM SWITZERLAND

Escher-Wyss Established 150 Years Ago

It is just a hundred and fifty years since the Swiss firm of Escher-Wyss was established. From the small spinning-mill that it used to be, at its beginnings, this concern soon became one of the most important machine manufacturing plants in Switzerland, especially famed for its hydro-electric turbines.

Will Switzerland Have Her Model City?

A group of young Swiss has launched the very original idea that the next National Exhibition, which is planned to be held in 1964, should be replaced by the erection of a Model City. This city, inspired by similar ideas already realised in India by the famous Swiss architect known as Le Corbusier, as well as in Great Britain and in the United States, would be created right in the Swiss countryside. The city would extend over an area measuring from four to five square kilometres, and could house from 10,000 to 15,000 inhabitants; it would be furnished with all the most modern improvements, chief among them a thermic central station which would provide heating for the whole town. Each trade and profession would be represented by model installations, so that the city would constitute a kind of permanent National exhibition. For the present, all this is merely a project, but it has aroused great interest in all quarters.

Switzerland Lacks Technicians and Engineers

It may seem somewhat surprising that Switzerland, where so many technicians and engineers are trained, is, at present, experiencing a penury in this category of specialists. And yet, a marked decline is to be observed in the number

of students who wish to become technicians and engineers, a decline which has set in since 1950. The requirements of Swiss industry have grown more rapidly than has the demographical evolution of the country. Moreover, the world demand for technicians and for engineers has not been without its repercussions on the penury from which Switzerland is now suffering. A reconsideration of the evaluation of intellectual work—and this not solely from the material point of view—is indispensable in order to provide against the lack of interest in technical and scientific careers which would seem to be appearing. The fact is that there are a great many young Swiss who, as soon as they have finished their secondary school, have been able to find a good job, at once, owing to the economic boom enjoyed by this country at present. It would also appear as if the sacrifice of both time and money necessitated by university studies is too heavy.

Merchant Fleet

Switzerland had an ocean-going merchant fleet of 31 ships, totalling 165,000 tons, at the end of last year, according to the annual report of the Swiss Political Department. During the year, four vessels aggregating 33,600 tons, were sold.

Of the 702 seamen in Swiss vessels, 287 were Swiss, or 40 per cent., compared with only 7 per cent. in 1947. The increase is primarily due to the development and improvement in the training facilities for Swiss seamen. There is still a shortage of trained officers.

The Swiss Automobile Club Launches a Big Campaign

A friendly hand signal made to other drivers at the right moment is a good way of increasing road safety, or making very heavy traffic more fluid, and—by no means the least of its

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Thursdays	Fridays	Saturdays
Disc of the Day	Disc of the Day	Disc of the Day
Home News	Home News	Home News
Swiss Contribution to European Heritage (Marie-L. Herking)	Press Review (Theo Chopard)	Press Review (H. Boschenstein)
Pierre Beguin comments on Home Affairs	Jean Seitz comments on Foreign Affairs	A Nation's Business
Light Interlude	Dance with Lance! in Swiss Country style	Swiss Vocal Parade
A Window on the World (A Programme for Invalids)	(First Friday of each month: DX Programme)	7.50 Assignment "Switzerland" Assignment "World"
Serata Ticinese (For the Swiss Abroad)	Swiss Composers and Chamber Music	Schwizerdutsche Heimatabe (For the Swiss Abroad)
Close Down	Close Down	Close Down

merits—of creating a more friendly atmosphere on the road. The campaign that the Swiss Automobile Club has just launched under the slogan "A friendly hand signal can be a great help to your fellow-motorists" has a threefold aim. First of all, it hopes by means of the friendly hand signal to succeed in eliminating the many dangerous situations which can easily result in an accident. Secondly, a hand signal helps to speed up traffic and make it more fluid—particularly in town—by doing away with uncertainty and hesitation. Thirdly, the friendly hand signal creates an atmosphere of courtesy and camaraderie on the road. In this connection, the Swiss Automobile Club has no illusions; it knows that drivers will not change their ways from one day to the next, but in the long run the good example will certainly have its effect. The driver who sees that others are being considerate towards him will gradually and quite naturally be led to behave in the same courteous manner. If the friendly hand signal had no other result than to promote a more friendly and courteous atmosphere on the roads, this alone would fully justify the Swiss Automobile Club's campaign.

Switzerland Buys Butter in New Zealand

Switzerland has to import butter during winter time. This is due to the development of Swiss cheese exports as well as to the considerable increase of butter consumption within the country. The main butter supplier is New Zealand, the world's biggest exporter of this foodstuff.

Walt Disney's "Switzerland"

Zurich, Switzerland.—Since the modern Swiss, as one of them put it, "definitely own more motorcars than goats," Walt Disney's Cinemascope

masterpiece "Switzerland," seems to puzzle Swiss city-dwellers who are in the overwhelming majority in this 7000-year-old Alpine republic, although some of them may actually be descendants of Alpine herdsmen. While Mr. Disney and his Swiss assistant, crack cameraman A. E. Heiniger, are unanimously praised for their art and skill of photography and acclaimed as the world's greatest magicians of the screen, it is pointed out that more emphasis should have been given to facts such as Europe's highest standard of living which Switzerland, starting out as a nation of mountain peasants, has achieved without foreign help whatsoever. "The photography is outstanding," admits Die Neue Zürcher Zeitung, leading Swiss newspaper, "but Mr. Disney does not show Switzerland as the name of the film suggests. He merely confirms the story-book illusions which travelling Americans may cherish with regard to our country: snowy peaks, bold mountain-guides, dashing skiers, yodellers and alphorn blowers, cheese-making alpine peasants, cute little farmers ploughing their lofty fields and harvesting hay . . . and goats, too many goats." It's the "Holiday Land" angle only, the "legend of the Eternal Yodeller," while nothing is being said on the "Working Day Land," the film critic goes on to state, admitting, however, that Walt Disney's "Switzerland" is likely to "make tourist office managers rejoice." After all, a "Holiday Land" is just what all upright tourists yearn for.

Youth Succeeds in Bernese Politics

Berne, Switzerland.—In the politically stable Swiss Federal capital of Berne a group of young people have united in disappointment over the age-old practice of political parties to nominate candidates according to rules of "seniority and merit." The "Young Berne" movement, as the

new party is called, has its roots at the local University, where it generated enough enthusiasm to inspire young would-be politicians. It is composed of young people of all professions, ranging in age from twenty to thirty. Just prior to the elections their party programme was released, attacking the "routine and opacity of the present party politics and all undemocratic efforts for the benefit of group interests," and demanding women's suffrage. Political circles in Berne judged this new movement from various viewpoints: on the left the Young Berne group was suspected to be a hidden splinter party of commoners, and on the right attention was drawn to the fact that it might be a new "front." While the new movement was still the talk of the town, the young idealists, with a minimum expenditure of 1000 francs, were able to capture two seats in the 80-seat municipal parliament.

A Millenarian Swiss Town

Coire, Switzerland.—The picturesque little town of Zizers, a community of 1500, in the Upper Rhine Valley between Landquart and Coire, the capital of the canton of the Grisons, recently celebrated its thousandth anniversary with prayers and the ringing of church bells. In the year 955 Zizers was bequeathed to the Bishop of Coire by German Emperor Otto I. His successors, Otto II and Otto III formally confirmed the act in 966 and 988. In 1649 the town redeemed all rights and fiefs after the Episcopal See of Coire had ruled for almost 700 years. In the Middle Ages, Zizers rose to the regional centre of trade and justice and subsequently was promoted to the capital of the district of the "Five Villages" under the Constitution of 1854.

Simplon Road 150 Years Old

Brig, Switzerland.—The fiftieth anniversary of the Simplon Tunnel, the longest in the world, will be celebrated this spring by the Swiss. Another remarkable milestone in the development of the transportation links between Switzerland and Italy is the Simplon Road, which will soon commemorate its 150th year. Napoleon became aware of the importance of a direct north-south thoroughfare after the victory of Marengo, June 14th, 1800, and, in the same year, he ordered the construction of the Simplon Road. Five years later the most impressive road work of the early nineteenth century was completed, but it was not until the spring of 1806 that French troops crossed the Simplon. This alpine highway, 37.5 miles long, linking Switzerland to the North of Italy, begins in Brig (2111 ft.), winds through gorges and over an array of bridges to the Sim-

plon Pass (6231 ft.), cuts through the lonesome village of Simplon (4585 ft.) and ends in Domodossola (887 ft.). An immense surge of traffic on the Simplon Road has been observed in recent decades: in 1850 the Swiss Federal Postal Administration initiated a daily postal course between the towns of Lausanne and Domodossola, and some seventy years later, postal motor-coaches were used for the first time between the towns of Brig, Switzerland, and Iselle, Italy. The traffic of private automobiles also increased remarkably. In 1954 almost 100,000 cars crossed the mountain barrier via the Simplon Road. For the past few years, while snow blocked the Simplon Pass, the Swiss Federal Railways have undertaken motor-car transports through the Simplon Tunnel. As a result, communications between Italy and Switzerland by road and rail are guaranteed for the whole year.

Swiss Railways Will Only Have Two Classes

It was recently announced that from the 3rd of June, 1956, all the European railways will pass over from the system of having three classes to that of only two classes. First-class carriages, as we understand them today, will be abolished. The present second and third classes will become, respectively, first and second class. Contrary to what will happen in the other countries, in Switzerland there will be no change in fares. Second-class tickets will only cost the same as third-class tickets now, whilst first-class will only cost the same as second-class tickets at present. This simplification, which arises out of the necessity to adapt to new requirements, will mean a loss for the Swiss Federal Railways, and, more especially, for certain private companies operating mountain railways.

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for the Swiss Benevolent Society in New Zealand (Inc.).