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FORTHCOMING EVENTS

Auckland Swiss Club

The Auckland Swiss Club invites you to attend a **Kilbi Dance** on 26th June, 1971 at the Maungawhau School Hall, Ellerton Road, Mount Eden.

A **Working Bee** will be held on the Swiss Farm on 11th July so why not come along and join the fun! —E.B.

Hamilton Swiss Club

Swiss Ball, at the "Riverlea", 10th July: We hope everybody has set aside this date to celebrate once again our National Day together with our annual Ball. There will be Swiss entertainment, the excellent Riverlea Band and the food will be of the usual high standard. Tickets are now available at the same price as last year —Double \$7, Single \$3.50—from every Committee member and also from the "Swiss Chalet". Come along with your friends and make it "the loveliest night of the year!"

Film Afternoon, at the Morinsville Theatre, 1st August: We are very fortunate to be able to screen the famous Swiss film "Annebäbi Jowager". This film, in black and white, is based on a story by Jeremias Gotthelf. Duration approx. 1 hour, 45 min. Commencing time: 1.30 p.m. —R.E.W.

Christchurch Swiss Club

The Club's **1st of August Celebrations** will be held on Sunday, 1st August, at Riccarton House at 2 p.m. Invitations will be sent out later.

28th August: We have planned a **Social Dance** for this date at the Ouruhia Hall. Tickets will be on sale soon. —J.F.

NEWS FROM SWITZERLAND

CENTENARY OF THE RIGI RAILWAY

The Rigi is undoubtedly one of the most famous viewpoints in Central Switzerland, visited by a whole series of celebrities. This year it is a hundred years since the engineer N. Riggenbach built Europe's first track-railway on the slopes of the Rigi. With his invention this pioneer thus proved that it was possible to climb gradients as steep as 25% by rail. The Vitznau-Rigi line was

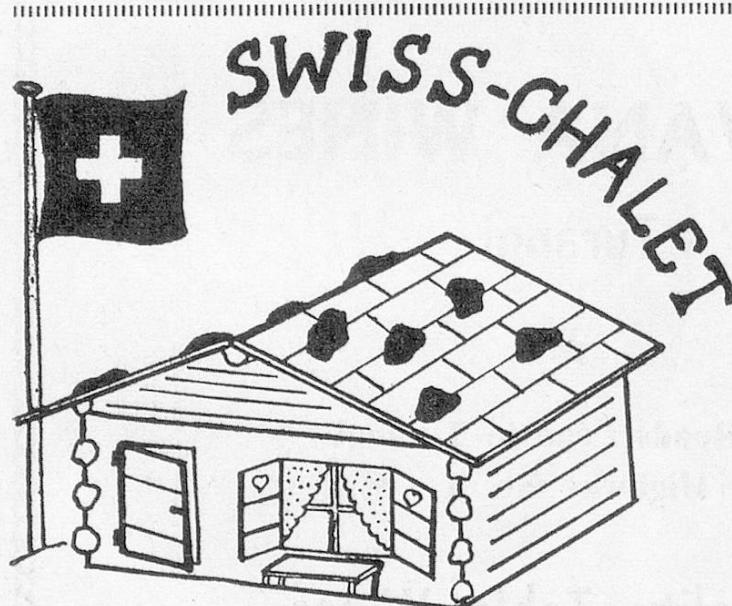
inaugurated in 1871 with a steam engine with an upright steam boiler. Some 4½ miles long, it enables visitors to climb without any difficulty or effort on their part from the shores of the Lake of the Four Cantons to the summit of the mountains some 4265 feet higher. In 1882, the horizontal steam boiler was introduced, and in 1937 steam was replaced by electricity. Even during the first year it was opened, over 60,000 passengers were transported on this line, while today the electric Vitznau-Rigi line transports over 45,000 passengers a year. A great many tourists also use the Arth-Rigi line and more recently the Weggis-Rigi-Kaltbad aerial cableway to reach the summit. (osec)

SWISSAIR'S JUMBO OPERATIONS

In the first 30 days of Jumbo operation, i.e. from 20th March to 20th April, Swissair's first Boeing 747B carried 5120 passengers, 380 tons of cargo and 20 tons of mail on the North Atlantic route Zurich/Geneva/New York. Between 20th and 31st March, the aircraft performed five flights and since 1st April it serves the route five times a week on schedule.

Since 26th April, the second Boeing 747B of Swissair is in service on the same route. As the two aircraft reached up to now a regularity of 96.6%, they proved entirely satisfactory in their operation.

• Swissair now has its own office in Auckland and its staff has increased by 100% to two persons!



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THE TOLL OF SWISS ROADS LAST YEAR

Switzerland had a particularly macabre record in 1970. There were 75,500 accidents, wounding 35,600 and killing 1694 people on Swiss roads. A stark increase on the previous year. The analysis of these accidents showed that 80% of them involved cars. These accidents, however, produced only 691 fatal victims — that is, less than half of the total. The next contingent in the army of victims were the pedestrians, with 545 killed, 134 of whom were children. Two-wheeled vehicles of every kind killed 445 people. A hundred and fifty-two people died in moped accidents, 123 cyclists were killed, 133 motor-cyclists and 37 scooterists found an untimely death on their machines. Further enquiries showed that a majority of car accidents were a result of speeds unadapted to road conditions.

Other major causes were dangerous bends outside localities, inattention at zebra crossings and priority crossroads and miscalculated overtakings. Two hundred and thirty-two, or 13% of all fatal accidents, could be attributed to drunkenness. Although 100 km of National Highways were opened to traffic last year, the death toll on the network has changed little with respect to the previous year and rose by six victims to 59 dead. The cost of these accidents to insurance companies amounted to 220 million francs.

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