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to fall. Elimination of accidents would require perfect drivers, both in their technique and in their sense of responsibility. This has nothing to do with driving slowly. Fast and able drivers are probably less of a menace than sluggish and hesitant grandpas. Driving fast need not mean driving recklessly. Basically, it all hinges on being responsible and aware of one's abilities. This can be taught and instilled in driving lessons. Driving correctly is equivalent to behaving decently in society, be it in the underground, the theatre, the restaurant or anywhere else. Therefore, learning to drive responsibly is the same thing as learning to live responsibly. These things are taught in the family and at school, which is where the prevention of accidents must begin.

About speed: It seems wiser to evolve some kind of test allowing a driver to know at what speed he can safely drive in well defined circumstances, rather than to compel good drivers to submit to speed limits which they could safely surpass.

We shall now have to wait and see the results of the 100 k.p.h. speed limit. If the code and the rules of driving reduce accidents (in the same way as penal law reduces crime) it cannot eliminate them completely. If one accepts the motor car, then one also has to accept the prospect of accidents. The institution of a speed ban may not yet mean a rejection of cars, but it certainly involves a denial of driving.

(PMB)

SWISS EVENTS

FEDERAL

The Constitution won't be anti-Semitic

The Government is obviously concerned in updating the Constitution in every detail. One Article which wouldn't immediately come to an ordinary mind in connection with the Constitution, but which was nonetheless the first, and one of the only articles to be introduced in this federal body of rules by a popular initiative, is Article 25bis, which forbids the bleeding of animals without first stunning them.

This provision was included in the Constitution in 1893, at a time when there was an underlying current of anti-Semitism in Switzerland. The Government has now recommended that this Article should be replaced by another one relating not only to the blood-letting of animals, but also to their care, use, commercialisation, transport and slaughter. The killing of animals according to the Jewish rite wouldn't be authorised at this stage but would be governed by a new law outside the Constitution. But first, the usual speaking partners—Canons, Organisations and Parties—will be consulted, and the Swiss people will probably not be called to the polls on this matter before one or two years time.

The Department of Justice and Police is presently submitting another amendment to the Constitution to the Cantons and political parties: It plans to alter the federal voting procedure. The Department wants to change the rule that no two Federal Councillors may hail from the same canton, and recommends that the minimum number of signatures necessary for a constitu-

tional initiative and for a referendum (actually 50,000 and 30,000 should be increased. Finally, it is planned to review the law in order to create more than one National Council constituency in any canton, with particular reference to the Jura.

The increased signature collection should take into account the growth of the electorate from 1.5 million, when the initiative was introduced to 3.5 million today. Today, a call for a referendum need only be backed by 0.8 per cent of the voting population, which tends to make this procedure too easy.

ANGLO-SWISS

A National Councillor proposes Swiss good offices in Northern Ireland

Obviously not entirely *au fait* on Ulster's peculiar constitutional position, a Christian Democrat National Councillor from Aarau, Mr. C. Ruettimann, asked the Federal Council in a written question whether Switzerland could not offer its good offices in the Northern Ireland conflict.

With nearly two months delay, the Government replied stating that it was deeply concerned by the deteriorating situation in Ulster and expressed the hope that the communities in the province would soon reach a peaceful settlement. The Federal Council added that the situation in Ulster was an internal British affair, excluding all possible intervention from a third party.

National Highway Network

The Federal Council has approved the recommendations of the "Hurlmann Commission" set up to introduce the necessary alterations to the original national highway schedule. According to the Commission, the planned yearly expenditure will increase by 350 million francs for the three years 1971, 1972 and 1973 and will reach 800 million francs a year. It has been decided to complete the national highway N12 linking Vevey to Berne via Chatel-Saint-Denis, Bulle and Flamatt by 1978, before the completion of the N1, which will link Lausanne to the capital via Yverdon and Chevres. This should be completed by 1982. The Commission had published its Report in March last year and had reached its conclusions after considering 35 alternatives.

CANTONAL

Television trial

Five television journalists and producers who had brought an action for slander against the two television chiefs who had sacked them for allegedly distributing leaflets attacking French-Swiss TV for its "corruption and incompetence" were not suited by a Geneva court. Although the evidence gathered by the defendants as to the guilt of the five plaintiffs could not be regarded as "proof", the court decided that the former had no grounds to disbelieve this evidence and had therefore been entitled to take the measures they did.

The affair began last June, when anonymous leaflets were distributed by a television "Action Group" claiming that television was saddled by incompetence and corruption. On 1st July, one of the defendants, Mr. Schenker, Director of French-speaking television,

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taxed the group responsible for the leaflets of "cowardice" and informed the staff that the group would be given notice as soon as its members had been identified.

Geneva police refused to take up the case. However, an enquiry into left-wing circles led to evidence against the five plaintiffs. Mr. Gagnebin, Head of the Political Brigade of the Cantonal Police, informed the television management of the five names. Shortly thereafter the five people were sacked while the bailiffs supervised the evacuation of their offices. But none of them had been informed of the charges resting against them.

Television management obtained further information, none of which could be regarded as proof, from two other sources: the Federal Council itself, which said that a Federal Inquiry into an unrelated case had shown that the five people involved had contributed to the drafting of the leaflets, and the former television information chief, Mr. Alexandre Burger, who knew the identity of the leaflet writers but would not disclose the source of his information.

The five applicants were never allowed to see the files of their case. This gave rise to considerable criticism by commentators, who remarked that in the case of the left-wing arms thieves in Geneva last year, in which the Federal Police was directly involved, all the elements of the dossier were made public. They questioned the ethics of firing employees

on the basis of evidence informally supplied by a special branch policeman. They also wondered why five persons involved by name of the Government should not be allowed to be told the details of the case pending against them.

The 42 page report of the trial contained a generally severe criticism of the plaintiffs' alleged testimony. The five sacked TV staff were not surprised at losing their case. For them, this was the normal outcome of "bourgeois justice".

Sion for the 1976 Olympics?

Preparing a town and its surrounding area to play host to the Olympic Games costs a lot of money. Mexico, Grenoble, Sapporo and now Munich have spent vast sums of money for such events, which were all over in a week. Grenoble was partially rebuilt, and the various sports investments at Sapporo, a city of a million inhabitants, has cost over £500 million.

Despite this, Sion which was a candidate for the 1972 Winter Olympic Games, is not afraid to try again. Far from shrinking from the prospect of astronomical expenses incurred at Sapporo, two leading promoters of the former "1972 Olympics for Sion" campaign, published a 50-page report in which they coolly state that what Sapporo can do, Sion can do better.

Naturally, and they do not fail to point it out, much of the expenditure at Sapporo was used in creating new sports equipment such as new ice stadiums, new ski-jumping runs, new ski slopes, new roads and a new railway. Most of this equipment already exists in Sion and its surroundings. The authors of the report admit that Sion won't be able to afford, as in Sapporo, 30 million francs for a new ice stadium and 12 million francs apiece for several ice rinks, yet they point out that the descents for the Downhill and Giant Slalom events in the area, particularly at Crans-Montana, offer considerably better possibilities than Mount Eniwa.

Nearly all the money spent at Sapporo was used in building installations that did not exist before. This was also the case in Mexico, Grenoble and presently Munich. Yet several hundred million francs were also spent in preparing for the games. Whatever Sion does, it will be far less ambitious. At Sapporo, 4,500 men were hired for over two weeks, 6,000 troops and 2,000 police were called in. Accommodation was prepared for 3,800 journalists from Japan and abroad. One hardly sees the Valais, let alone Sion, making such an effort. Yet the report stresses that the figures originally published for the cost of the Winter Olympics at Sion are still valid and adds that Sion should go ahead with its candidacy for the 1976 Games. Interlaken and Zurich, who were also candidates, have not yet been reported to have made any similar moves.



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A 170 page study concluding in favour of the siting of an airport at Les Grands Marais (see Comment in our last issue) has almost become a best seller. The available stock sold by the Cantonal Transport Office was soon snapped up by citizens clearly involved in this topical issue. The study, which was partly prepared by the Batelle Memorial Institute in Geneva and by a planning expert, Mr. Hans Aregger, says that Berne is an "under-developed Canton" with an inadequately used tourist potential, a non-progressive economic outlook and insufficient communications. Berne is a Canton which has "lost many opportunities".

The Batelle Institute notes that Berne's share of the National Income had fallen from 16.4 per cent in 1950 to 15.5 per cent today, and that it will drop yet lower to 14.6 per cent by 1980. Moreover, the proportion of the working population, standing at 44.3 per cent, is lower than the Swiss average, which is 46.3 per cent.

The study stressed that the Oberland has been neglected and that it is visited by a decreasing proportion of foreigners. Hotels are too small and tourist facilities lag behind those of other areas.

Although the study does not claim that an airport will completely eliminate the threat of economic stagnation, it says that it will be a shot in the arm for the Canton, and compares the situation with Portugal and Spain, where the development of a mass tourist industry followed the improvement of air communications. The study adds that the new airport will require 50 to 60 hectares of land, which appears small compared with the 270,000 hectares of arable land in the Canton.

COMPANIES

Moderate Expansion

Ebauches S.A., the main component supplier of the Swiss watch industry, has announced a drop in turnover from 473 million francs in 1970 to 459 million francs last year. Profits have correspondingly dropped from 3.45 million francs to 3.14 million. The Company's Report states that overheads have risen by 12.3 per cent, the cost of research has grown by 19.2 per cent (reaching 5 million francs) and notes that the share of watches in overall Swiss exports has fallen from 14.92 per cent in 1962 to 11.22 per cent in 1971.

The chemical group Sandoz AG registered a moderate expansion of business last year. Its group turnover rose from 2,751 million francs in 1970 to 3,030 million in 1971. The corresponding figures for the mother company in Basle are 903 million (1970) and 1,026 million (1971). Group net profit was reduced, owing to the international monetary situation from 206 million to 176 million francs. The Board will recommend an increase of capital at the forthcoming AGM, due to be held on 26th May, and the distribution of a 65 franc dividend for 250 franc shares.

Successful first year for Swissair Jumbos

In their first full year of commercial service to 28th April, 1972 Swissair's two Boeing 747B came entirely up to expectations. No major difficulties arose in the introductory phase, although, as expected, some irregularities occurred in the engines' operating performance. By the beginning of April the two aircraft had logged

about 8,500 flying hours, corresponding to an average utilisation of about 12 hours per day. This figure is nearly two hours more than that of the other Jumbo jet operators.

Through the introduction of the two Boeing 747B, Swissair raised its available capacity on the North Atlantic for the whole of 1971 by 27 per cent; although the increase of 14 per cent in revenue capacity sold could not match that growth rate, it was still markedly above the results of the other North Atlantic carriers.

In the first 12 months of operations to end-March 1972, Swissair's Jumbos carried 158,851 passengers across the Atlantic in both directions, i.e. on average 156 passengers per flight. Cargo capacity was also well utilised with 9.6 tons of freight and 649 kg. of mail per flight. The resulting average load factor of 48.3 per cent was above the break-even point, so that the aircraft were operating profitably already in their first year.

ENVIRONMENT

No to fluvial navigation

"Aqua Viva" a conservationist organisation with 350,000 members, has rejected plans for turning the upper Rhine and the Aar into navigable waterways up to the Lake of Biel. This project, which was submitted last year to the Cantons and interested organisations, has been accepted by 22 Cantons. This shows that the great majority of cantonal authorities are interested in the economic potential of a navigable waterway linking the most important cities of the Plateau.

According to "Aqua Viva" these advantages are far from offsetting the negative consequences of such a waterway. A Report prepared for the Association says that the number of trains between Olten and Basle, varying between 215 and 225 every day, would only be reduced by nine if the upper Rhine were navigable.

The industries most liable to derive any benefit from fluvial navigation would also be the most polluting. The Report adds that boats using the rivers would automatically pollute them by petroleum wastes. The underlying soil would necessarily absorb some of this pollution and thus the sources of fresh water would be impaired. An accident on either the Rhine or the Aar could halt the self-cleansing process of these rivers for a very long time.

As the matter of fluvial navigation will sooner or later be submitted to the people, "Aqua Viva" intends to press its campaign so that public opinion should be fully informed of its consequences.

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Ban on night flights

The Federal Aviation Office has made it known that the restrictions announced last March on night flights at Geneva airport will not take effect before next November. In a reply to a question by a National Councillor on what was being done to protect the "physical and mental health" of people living close to Swiss airports during the coming Summer tourist rush, the Federal Council said that it was not possible to advance the date planned for partial restrictions on night flights. It added that the interests of passengers and airlines had to be reconciled with those of neighbouring residents. Airlines' time concessions were protected by multilateral agreements and it was not possible to prohibit scheduled flights without giving the companies ample notice.

FREEMASONRY

The Freemasons hold their 120th AGM

About 700 Freemasons took part on 6th-7th April at the 120th Annual General Meeting of the central Swiss masonic lodge, the Alpina Lodge. Most of the delegates were accompanied by their wives, and even by their children. Proceedings were opened at the Intercontinental Hotel and were followed by a reception offered by the Geneva authorities. On the second day, the members of the lodge were gathered at the Victoria

Hall in a solemn and ritual Masonic service, followed by a fraternal dinner. Meanwhile, their families were treated to a tour of the Canton and visited the Castle of Compesières.

The first Swiss lodge was founded in 1736 in Geneva, only 19 years after the creation of the first Grand Lodge of England. Masonic lodges were founded in Lausanne in 1739, Zurich in 1740, Neuchatel in 1743, Basle in 1744, Berne in 1750, Fribourg in 1761 and Le Locle in 1774. In 1842, the delegates from the eleven existing Swiss lodges decided to create a grand, independent national lodge. Two years later, the new federation took the name of "Alpina", its first Grand Master was Dr. J. J. Hottinger. Today, there are 32 Masonic lodges in Switzerland with about 3,300 members.

Although Masonic lodges are closed circles in the way that all associations are, their statutes and membership lists are freely available. Moreover, Alpina is registered at the Registrar of Commerce. With Great Britain and Germany, Switzerland has played an important role in the history of the movement.

THE JURA

Meeting between Government and Separatists

The Vice-President of the Rassemblement Jurassien, Mr. Roger Schaffter, met Federal Councillor Kurt Furgler,

Head of the Justice and Police Department, for two-and-a-half hours on 4th May. The subject of their talks was kept secret pending consultations by the two men with their colleagues, namely the Federal Council and the Rassemblement Jurassien.

Mr. Schaffter said later that the meeting had been "cordial, positive and useful". It was not the first time that the Separatist movement had had talks with the Federal Council. Mr. Schaffter had himself met the Mediator Commission, but this secret meeting had not led to constructive results.

This time, commentators in Berne believe that circumstances for useful negotiations are riper and expect more official flexibility on the way future elections to determine the Jura's status should be held.

The official communique published a week after the meeting was quite short. It stated that Mr. Furgler and Mr. Schaffter, had discussed future procedure for negotiations on the Jura. Mr. Schaffter had conveyed his movement's reply to the 14th March letter of the Federal Council to the Rassemblement Jurassien, the communique added. In this reply, the Rassemblement Jurassien reasserts its claims as the Jura's principal spokesman.

A few days after the meeting, Mr. Furgler received a delegation from the middle-of-the-road "Mouvement pour l'Unité du Jura", or Third Force Movement. Headed by its President,



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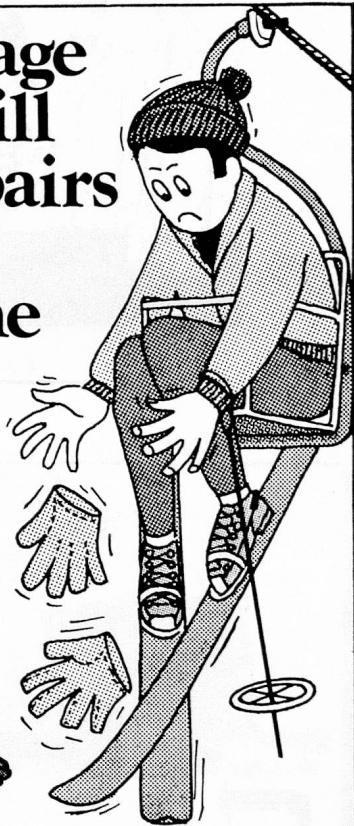
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Mr. Willy Jeanneret, the delegation had talks with Mr. Furgler for nearly three hours and pressed for a genuine statute of autonomy within Canton Berne.

SPORTS

The Swiss George Best

Switzerland hasn't really got a George Best. The publicity given to football there is not comparable to what happens in Britain, where players are awarded O.B.E.'s and are national figures. This doesn't mean that Switzerland can't muster the kind of talent embodied by George Best. One player with a comparable talent, and character, is "Gabey" Chapuisat, captain of Lausanne Sport and a member of the National team. His unruliness on the field has cost him 11 bookings and one expulsion in three seasons. Considering the smaller number of fixtures each season, this would amount to an England league player being booked five times each year, quite enough for an appearance before an F.A. Disciplinary Committee and a long suspension.

In the Swiss system, it is the club that decides on punishment. After his

expulsion from a match against Granges, during which he had let loose against an opposing player, Lausanne coach, Louis Maurer (former National Team Manager) decided to suspend him. Being the dear child of the public, this decision caused no small sensation in Lausanne. What also made the case gain publicity was that he was due to play for Switzerland against Sweden. Apparently, his manager and his trainer had attempted to reason with him. Now Chapuisat is reported to be negotiating a transfer to Zurich.

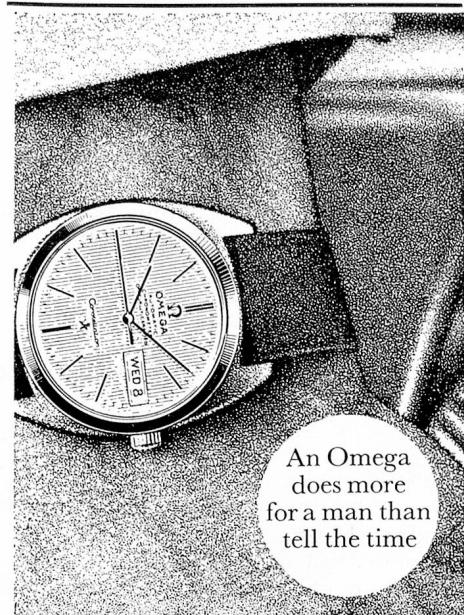
bley) in the presence of 45,000 spectators.

The decisive goal was scored by Daniel Jeandupeux in the 45th minute. It was he who had equalised for Switzerland against England at Wembley last November.

Basle F.C. League Champions

Basle F.C. closed a brilliant season as League Champions with 39 points from 23 games. Runner-up was Zurich (36 points), followed by Grasshoppers (30), Lausanne (26) and Young Boys (25).

Basle also emerged as finalists at this year's Cup Final, but after mastering most of the other Swiss teams during the season, it had to bow down to Zurich, who proved a little stronger and deservedly won 1-0 in Berne's Wankdorf Stadium (the Swiss Wem-



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