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the Swiss trade union movement will bring this idea home to its members.

It involves on their part a degree of openness and goodwill going against a rising trend of militancy. If the workers designated by the unions to sit on the board are considered as "bosses' men" and "traitors" by their workmate then the scheme cannot bring a positive contribution to the "Peace of Labour". However, it is in the Swiss context that it is the most likely to succeed and one must hope that the present initiative will one day become law.

(PMB)

SWISS NEWS

THE PILOT OF THE "FRAIDIEU" ON TRIAL

In August 1969, the pleasure boat "Sainte Odile" foundered off the French coast of Lake Geneva with the loss of 24 children. A year later at almost exactly the same spot, a similar craft, the "Fraidieu", sank in a freak storm and caused the death of seven passengers.

The pilot of the boat was on trial at Thonon. He was charged with neglecting the warning signals which had been flashing on the Swiss coast for most of the fateful day and deciding to set sail from the small village of Yvoire towards Thonon despite the worsening conditions on the lake.

A few hundred yards after having left the protection of the port of Yvoire the "Fraidieu" met with very high waves striking her stern and the pilot then decided to turn back. As he was accomplishing the veering manoeuvre, an exceptionally high wave lashed by a sudden burst of the Joran wind crashed on the boat's windscreen and smashed it. The craft was filled with water in seconds and the small diesel motor came to a stop.

The boat very quickly sank and before there was any time to distribute lifebelts, all its passengers were swimming for their lives in a mountainous lake. Fortunately, there were many witnesses to the scene on shore. They immediately set out with a small armada of pleasure boats to save the shipwrecked passengers. But seven of them could not be saved.

It turned out at the trial that the accused pilot was not in the habit of following the storm warning signals flashing on the Swiss side. He maintained that they were good for sailing boats only and that the Swiss themselves took no heed of them. He had thirty years of experience on the lake and claimed to have the reputation of being very cautious. He could not have known, when he left for Thonon on that day, that such a wave could ever have appeared. He had never seen anything like it on the lake.

However, the owner of the "Fraidieu", realising what the conditions

were on the lake, had phoned to Yvoire to prevent the boat from setting sail. That call came too late and the "Fraidieu" had already left.

These two successive disasters will have the result that the French will take more precautions on the lake. The "Sainte Odile" had sunk because it wasn't ship-shape. The "Fraidieu" was in good order but not designed to withstand the storms of the Léman.

According to an expert called to testify at the trial, the "Fraidieu" was safe only on the canals of Venice. These boats will no longer be allowed to sail in risky conditions. Furthermore, the French have installed five warning beacons similar to the one already in existence on the Swiss side.

A SEPARATIST INCIDENT AT THE WORLD ICE HOCKEY CHAMPIONSHIPS

Six young Jurassian Separatists penetrated the ice rink during the last "change of camp" of a tense Sweden-Czechoslovakia match at the Allmend Stadium in Berne. The 11,000 spectators of this important world ice-hockey championship didn't appreciate this Separatist antic and greeted the demonstrators with prolonged booing.

The incident, however, only lasted for a few minutes. When the initial stupefaction had been overcome, the ice-hockeysmen themselves anticipated the movement of the police. The Czechoslovak full-back Horesovsky caught a demonstrator with a direct cross and flattened him on the ice. The Swiss referee grabbed the "Free Jura" streamer carried by another demonstrator and threw it away. The Swedish captain took yet another man and threw him over the railing. By this time the police were on the spot and cleared the rink of the last demonstrators. It then had to be swept clean of the various objects thrown at the young Separatists by the spectators.

This "coup" had been prepared by the militant Groupe Béliér. From the point of view of timing it was well planned because an estimated 200 million spectators from 18 countries were watching the match. The Groupe Béliér explained in a communiqué that: "Young Jurassians had waved the Jurassian flag before 200 million television viewers. The match was not disrupted but the good name of Switzerland had been marred in the eyes of the world. It had been shown to the world how the Swiss authorities refuse to grant the Jurassian people the right of self determination in accordance with international public law".

The view expressed in the communiqué issued by the anti-Separatist UPJ movement was somewhat different. "We have to admit once again, it said, that the minority and retrograde Separatist movement has chosen to use unconvincing and showy methods. The majority of the Jurassian people regret this expression of outdated fanaticism.

The Geneva daily "La Suisse" made an enquiry to see what effect the Groupe Béliér's demonstration could have had among the millions of viewers who saw them abroad. The paper contacted the press agencies of five of the 18 countries taking part in the world championships. In Russia, the Tass agency gave only brief information: "The match was interrupted by a few young people who are demanding the autonomy of the Jura". The Russians, who were passionately watching the championship, were thus given an answer. But did they know what the Jura was? Tass answered that the Russians naturally knew about the Jura problem and that it had been mentioned in Russia on many occasions. In Prague, the daily sports journal "Cekoslovensky Sport" only briefly mentioned the intrusion by the Groupe Béliér, with this short explanation: "The demonstrators are French-speaking Swiss protesting in this way against their belonging to the German part of the country". As for the official Communist organ "Rude Pravo", it actually rendered the demonstrators responsible for Czechoslovakia's defeat against Sweden!

For its correspondent, the 10 minutes of interruption had broken the rhythm of the game. "It wasn't good for our players". He followed with a few explanations saying the demonstration was about a canton demanding its freedom. Only one Belgian paper mentioned the incident. The Belgians have hardly given any publicity at all to the Jurassian problem and the various acts of the Groupe Béliér, which seems rather surprising for a country which has similar problems of its own. The whole of the Swedish people were in front of their television sets to watch this match. The Scandinavians, like the Czechs, are keen ice-hockey enthusiasts. But when Groupe Béliér broke out on the ice, nobody understood anything, and the Swedish commentator was unable to give any explanation whatever.

In the excited humdrum of the Allmend stadium he speculated that the demonstrators could either be over-excited supporters, or very drunk young men! However, the press on the following day gave quite a large coverage to the incident. "It is thanks to these demonstrators," wrote many commentators, "that Sweden managed to win. They gave our team the time to breath and helped to break the rhythm of the Czechs".

The Scandinavian press took the trouble of explaining the Jura problem and spoke of the Vienna Congress of 1815, of the linguistic differences and of the capital demand by the Jurassians Biel! ... As for Moroccan TV viewers, they saw nothing of the incident because it had been cut. However they realised at the point where the film had been resumed that an incident had occurred.

The Groupe Bêlier had nothing to lose by staging such an incident. Its reputation was already well established. The police on the other hand were strongly criticised in many papers for their belated intervention.

A MURDER IN ZURICH WITH POLITICAL REPERCUSSIONS

An Italian joiner was brutally hit in the course of a brawl in a Zurich restaurant by a customer of this establishment. He was knocked down on the ground where he remained unconscious. He was carried on the pavement outside and left lying there for a considerable time without any assistance by the owner of the restaurant or other customers. When the police and ambulance services finally had him transported to hospital he succumbed from an internal haemorrhage.

The Italians were not long in condemning the circumstances of this homicide. President Saragat interpreted the general emotion of his countrymen by sending a letter of condolence to the victim's widow. The Christian-Democrat organ "Il Popolo" condemned the "cynical indifference" of the persons who had assisted at the murder. It embarked upon a searing indictment of the "background of barbarism and inhumanity which a long hate campaign against foreigners and national egoism had helped to motivate".

The Secretariat of the Italian Colony in Switzerland sent a telegram to the Federal Council, urging it to "deplore and condemn the cowardly murder of the Italian worker Alfredo Zardini". It further demanded the "exemplary punishment of the culprits" and a nationwide campaign on radio, television and in the press in favour of international solidarity and the respect of the foreign workers contributing to Swiss prosperity.

The Italian Foreign Ministry laid considerable importance on this affair and asked the Italian consulate in Zurich to appoint a jurist to follow the enquiry into Mr. Zardini's murder and defend the interests of his family.

The Municipal Council of Zurich was equally shocked by the tragedy and qualified the attitude of the persons involved in the brawl as "incomprehensible and unpardonable". It immediately sent financial support to the victim's widow.

EAGLES ATTACK IN THE VALAIS

A peasant raising sheep in the Val d'Herens, some 20 km. from Sion, has had to face the problem of golden eagles. They were decimating his flock with impunity as the law rigorously protects the 40 estimated couples living in Switzerland.

The eagle doing the "job" changed every day. It glided over the flock, choosing its prey, and then dived on it to carry it away alive and killed it in its mountain hideout. The eagles usually picked young lambs no more

than a month old and weighing from 10 to 15 kilos. The peasant was losing 60 francs with each lamb. The predator's forays were visibly affecting the mothers and their udders were filled with unused milk. The peasant appealed to the authorities of the canton for an indemnity on the loss of his stock. They sent an ornithologist to study what was going on and see the ways with which to help him. He had already lost 15 of his 60 lambs.

The golden eagle is the largest bird in Switzerland. It has been progressively dislodged to remote parts of the Alps. Of the forty estimated couples, 12 live in the Valais. A couple usually breeds once a year, depending on weather conditions. Eagles usually hunt for very small lambs, weighing 6 kilos at the most. It was surprising for an ornithologist to learn that in this case they were going for far heavier prey. Golden eagles are not dangerous and are usually scared off by the lamb's mother. Nevertheless, there is a legend in the Valais that golden eagles take away little boys!

THE MOST FOOLHARDY SPORTSMAN

The Swiss ski instructor Sylvain Saudan can be considered as the most spectacular stunt man of the present day. On 1st March, 1970, he skied down a mountain which has claimed more than enough victims among mountaineers attempting to ascend it: the Eiger. Not the North Face, however! On 1st March of this year, Sylvain Saudan repeated a similar exploit in skiing down the 12,000 ft. Mount Hood in the Rocky Mountains. This is how he described his descent:

"Up on the summit, 50 metres of the descent was visible. The slope was 40 degrees. It was very cold and the wind was blowing unceasingly. I realised at this point that the risks of starting an avalanche were very great and that if I wanted to get away alive, I had to swerve to and fro every few metres. I had to narrow my path more than on previous descents. At the end of the first 50 metres, the slope was at least 50 degrees. It was impressive! The snow was very light and constantly blown by the wind. The ice beneath was blue. Beautiful ice, sure, but very dangerous, too. Then I made a mistake and took the wrong path. I was forced to climb back 80 metres to take another corridor so as to remain on the north-east face of the mountain. I couldn't allow myself to stay in the same position more than seconds because the snow was 'moving' all the time. Besides, it was not very comfortable resting on ones sticks on a slope of 50 degrees.

"When this error, which could have cost me my life, was repaired I started to descend again. I found myself hurtling among rock edges from 15 to 70 metres long. The least fall would have been fatal. I took one of the wider corridors and reached a larger snow

field where the problems were less arduous. I was nonetheless terribly afraid of starting an avalanche. I had no experience of this snow on Mount Hood. It is different from the snow in the Alps. I was surprised and didn't know how to tackle it. It unbalanced me several times and I needed all my energy and experience to overcome it".

Now Sylvain Saudan plans to ski down the Grandes Jorasses! He expects to attempt this incredible feat on 6th April. This is how he says it will happen:

"I will be lifted by helicopter to about half way up the mountain and will climb the rest on foot. This will enable me to 'feel' the snow and to get my feet 'sensitised' by their contact with ice and snow. This may seem to involve useless fatigue, but in fact this climb is absolutely necessary. I will be able to reconnoitre the treacherous spots and work out my route. I shall be 'seeing' the mountain in the same way as a hunter sees the traces of the animal he is after. But in this case, I will be the hunter and the tracked creature as well, surrounded by the snares of the descent. As I know the lower part of the Grandes Jorasses well, I won't have to wear myself in scaling them. This descent will present even more difficulties than the Eiger. It is more complete. There is a snow face, a corridor, all the possible difficulties. There are breaks and changes of rhythm in the 'respiration' of the rock. I will have to be especially wary of the crevices at the foot of the descent".

At the latest news, Sylvain Saudan had postponed his attempt to ski down the Grandes Jorasses. The reasons alleged were the two helicopters planned to film his descent. Their presence would have enhanced the risk of avalanches and Saudan refused to make his attempt under such circumstances. He will doubtless try the Grandes Jorasses in the very near future.

CRITICISM AGAINST THE PUBLICATION OF PICTURES OF THE CORPSES OF THE BURGHOELZLI CLINIC DISASTER

The Committee of the Association of the Zurich Press took action against a press photographer who had taken pictures of the victims of the fire which destroyed part of the psychiatric clinic of Burghoelzli in early March. These pictures had appeared in the press. The Committee stated that photographers had been allowed to visit the site of the disaster but had been expressly asked not to take pictures of the charred bodies which had not yet been carried away. One photographer broke this recommendation and his pictures were published in the tabloid "Blick" and in the "Schweizer Illustrierte". The Committee underlined its "indignation" and declined any responsibility for the publication of these pictures.

(ATS)

HURLIMANN IN BRITAIN

Although Hurlimann Swiss Lager, the product of Brauerei A. Hurlimann A/G Zurich, has been selling in Britain for only two years it has already made an impact among Britains growing army of lager lovers.

Since it was first marketed by Shepherd Neame Ltd., the Kent brewers in 1968—the first and still the only Swiss lager in Britain—it has increased its outlets from an original 200 to well over 1,500. It is now available not only in the south east but in the south west through the outlets of Devenish Brewery, in East Anglia through Cobbold-Tollemache Brewery and in the north through a large off licence chain. In London it is in big demand in many famous clubs such as the Royal Automobile Club and the Playboy Club and in restaurants operated by Angus Steak Houses, Golden Egg and Shorts.

Sales trebled in 1969-70 and the current trading trend indicates that Hurlimann Swiss Lager will gather more than its share of the 1971 market which is confidently expected to see lager consumption in Britain at an all time high.

Twenty years ago Britons were drinking 28 million pints of lager per year. This year the total will be 600 million pints and in a recent survey conducted by the "Daily Mail", Hurlimann Swiss Lager compared more than favourably with its competitors showing an alcohol per cent by volume of 4.89, considerably higher than any of the British brewed lagers and only a few points behind its more expensive competitor, Munchen Lowenbrau.

Britain is now the biggest importer of Hurlimann Swiss Lager and this fact indicates that the British palate is becoming more attuned to the individual flavour and strength of the Swiss brew which makes it unique in its field.

Its growing popularity can be judged by the fact that the normal winter fall off in demand has been less noticeable this year and requests for draught lager installation from public houses and clubs indicates that licen-

sees are expecting a boom summer for Hurlimann.

Much of the success of the British operation is due to Mr. Ken Platts, the U.K. manager of Hurlimann Swiss Lager (Promotions) Ltd., who joined the company only 18 months ago and to Hurlimann's Zurich based export manager, Herr Peter Roser, who is married to an English girl and makes frequent visits to Britain. Together, Herr Roser and Mr. Platts plan to make Hurlimann available throughout

Britain and thereby increase the value of what is already a very valuable Swiss export.

Hurlimann's brewery in Zurich is a model of what a brewery should be and its technical staff renowned throughout Europe for their expertise.

Much has happened since Heinrich Hurlimann founded the company on the banks of Lake Zurich in 1836 and not least among the successes since then is the growing popularity of Hurlimann Sternbrau in Britain.

Here's to Switzerland!

It was no easy matter to introduce Swiss beer to England. We had to fight English, Scottish, Irish, German, Dutch and Scandinavian beers. But the English are learning to love our strong clear brew. So give them some encouragement. Let them hear you ask for Sternbräu in pubs and restaurants. Cheers! And here's to Switzerland! For further information please contact
Hurlimann Swiss Lager Promotion Limited,
70 South Audley Street, London W1,
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DEATH OF A GREAT COLLECTOR

Mr. Martin Bodmer, the owner of one of the finest collections of historical documents in the world, has died at the age of 72 in his home at Cologne, Geneva.

He was universally known in the archaeological and historical world for his fantastic collection of 100,000 documents — cuneiform tablets, papyri, scrolls, illuminated manuscripts, incunabula, original editions, autographs, music scores, drawings of an inestimable value and attesting to the rise of the human spirit. Mr. Bodmer created a Foundation bearing his name shortly before his death. It will put the treasures of the "Bibliotheca Bodmeriana" into the public domain. This collection has been accumulated in the course of a life time and benefitted from the insight and culture of a great patron of the arts.

Martin Bodmer was also known as the Vice President of the International Committee of the Red Cross from 1947 to 1964, and as its interim president from 1947 to 1948. He instituted the "Martin Bodmer Prize" awarded by the Gottfried Keller Foundation to authors whose works have served to radiate European culture.

TV HEADQUARTERS GUTTED BY FIRE IN GENEVA

The main building of French-speaking television in Geneva was damaged by a fire which fortunately was kept under check and claimed no victims. An elderly witness to the scene was however struck down by a heart attack and died later in hospital.

Due to the rapid intervention of the fire brigade, the fire was limited to the two upper floors of the building. The water and carbon snow sprayed over the building by the fire fighters damaged part of the archives and technical installations. The regular programmes had to be interrupted and Swiss-German programmes relayed instead. For the next few days the Lausanne centre took over part of the programme schedule from Geneva. The radio services had suffered from the fire but the new Programme Director of Television said that there would be hardly any changes in regular programmes, although this would require some "acrobatics" from his staff.

(ATS)

THE INTERNATIONAL LABOUR ORGANISATION TRYING TO GET HOLD OF ITS CONTRIBUTIONS

The administrative council of the International Labour Organisation launched a pressing appeal in a session in early March to all the member states which had not yet paid in their contribution to the Organisation for 1971. The problem posed by the failing American contribution was also raised at a subsequent meeting. The American Senate had voted to cut America's

contribution by 12.5 million dollars as a result of the growing Communist influence within the organisation.

Twenty countries had already paid in their contribution, a further 14 had done so partially. Despite the present financial difficulties of the ILO, the Council has decided to award an 8 per cent salary increase to all higher executives. Employees at the neighbouring United Nations centre had been awarded such an increase and it was decided that a financial discrimination between executives at the International Labour Office and their colleagues at other UN organisations should be avoided. The ILO Council elected Earl Warren, former president of the U.S. Supreme Court, as member of the commission charged with supervising the application of the various ILO conventions and recommendations.

(ATS)

THE PROJECT OF AN UNDERGROUND FOR ZURICH NEARING REALISATION

The underground railway joining Kloten Airport to Dietikon via the main railway station which has been under consideration for a number of years is planned to cost 1,043 million francs.

Its total length will be 27.52 km., 14.7 of which will be underground. There will be a section branching off to Hirschwiesen and Schwamendingen. Work is expected to last 13 years and the yearly progress should be 2 km. The executive council of the town of Zurich considers that the expertise and research already expended on the project will allow it to be submitted to the vote of the people in the spring of next year. In the meanwhile, the legislative council will have to pass in principle the construction of this underground. It will be the first time that a local legislative body in Switzerland will have to decide on the construction of a "tube".

(ATS)

THE PROTECTION OF JOURNALISTS ON DANGEROUS MISSIONS

This theme was debated at a recent sitting of the UN Commission for Human Rights in Geneva and, perhaps more urgently, by a specially formed "Committee for the protection of reporters on dangerous missions". This Committee has representatives from five international journalistic and editorial associations. Its immediate plans are to find out from the North Vietnamese authorities about the plight of 17 missing journalists, 6 of whom are believed to be still alive.

Secondly, the Committee would like to see the introduction without delay of a special international pass for the safety of journalists operating in Indo China. This pass will have the symbol of a golden hand on a green background. Its inscriptions will be in French, English, Khmer, Vietnamese, Korean and Siamese. The Committee is trying to get this pass recognised by all the countries of Indo China. It has already approached the North Vietnamese delegation in Paris, but has not obtained any reply so far.

THE MATTMARK DISASTER TRIAL THIS AUTUMN?

It will have taken five years for the enquiry into the Mattmark disaster to be completed. On 30th August, 1965, 2 million cubic metres of ice collapsed onto the barracks where workers engaged in the erection of the Mattmark dam were sleeping. The disaster cost the lives of 88 people.

A voluminous dossier has been compiled by a judge of enquiry appointed in an extraordinary capacity to investigate this affair, Mr. Mario Ruppen. Seventeen people could be charged in connection with the Mattmark disaster and it will be up to the Attorney of the Valais to examine the dossier and decide whether it lays sufficient ground for legal action. The reporter has examined every possible fact and

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connection to the Mattmark disaster. His dossier includes all the persons involved with the setting-up and the surveillance of the Mattmark building site. It pointed out that all the contractors involved with the construction of the dam, the social office of the Valais, the National Accident Fund, the hydrology and glaciology section of the Federal Institute of Technology had received the mandate of limiting the risk of an avalanche to a minimum.

The ordinary judge of enquiry of the Valais, who examined the dossier, said that there were sufficient grounds to open legal proceedings against some of the many persons whose activities were covered in the dossier. If the trial should take place, it will be held in the Court of the Upper Valais district. The problem of further compensation to the victims' dependants may arise if negligence can be proved. The 88 victims' dependants of Mattmark have already received a total of 16 million francs from the National Accident Fund.

(ATS)

THE USEFULNESS OF THE "SWISS AIR RESCUE GUARD"

Mr Fritz Buehler, the President of this independent association which comes to the aid of tourists stranded in the mountains, has disclosed in a press conference that it had helped 770 people out of difficulties last year. This was a marked increase on the efforts of the previous year. Seventy-three per cent of the rescues, he precised, were made in the regions of Zermatt, Lauterbrunnen, Grindelwald and Meiringen.

The Swiss Air Rescue Guard was however, not only concerned with mountain rescues, but often helped in transporting patients from small to large specialised hospitals in very urgent cases. One of the main problems with which the Association was faced was the fact that most of the foreigners accidentally killed in Switzerland were insufficiently, if at all, covered by insurance. In many cases their families had no hope of compensation unless their bodies were found. The Swiss Air Rescue Guard had set itself the task of preventing such situations. Mr. Buehler added that it was not receiving any federal subsidies or aid from tourist quarters.

An appeal will be launched for further support from the public. The Rescue Guard needs more funds for the purchase of a helicopter and for the training of pilots. Those who were supporting the Swiss Air Rescue Guard were not only helping out a humanitarian organisation, said Mr. Buehler, they were giving themselves a chance of benefitting from a reduction of up to 5,000 francs in the cost of a rescue operation, should they one day find themselves in such a situation.

THE CASE OF ANTON ACHERMANN

Mr. Anton Achermann, a picture dealer from Lucerne, was sentenced to three years imprisonment after having played the leading role in a scandal involving the exhibition of fake Van Goghs. The judgment was annulled by the Supreme Court of Canton Lucerne in support of the defendant's claim that his trial had been improperly conducted. But his retrial had to be postponed because of a shortage of judges in the Canton.

Mr. Achermann had succeeded in having four judges rejected as well as all the substitute judges who had been proposed. The judge reserves of the Canton are exhausted and the Great Council of Lucerne will have to elect new substitute judges. The local press described the situation as a "check-mate imposed on the cantonal judiciary by this old devil Achermann".

(ATS)

INCIDENT AT THE GENEVA MOTOR SHOW

One of the final days of this year's highly successful Geneva Motor Show was marked by a strange incident. A huge 41-year-old Pole with a black band knotted around his head smashed two luxury cars with an axe. He was taken away by security guards alerted by visitors to the show.

He had wrought damages of well over 20,000 francs on a Rolls-Royce and a Mercedes. The enquiry revealed that the man had emigrated to Switzerland in 1961. He was domiciled in the Voralberg and had come to Geneva to tell "high society" of the miseries of refugees and stateless people.

THE "SONNTAGS JOURNAL" HAS A FACE-LIFT

Mr. Rolf Bigler, Chief Editor of the weekly "Sonntags Journal", has announced that his paper will appear as from 28th May in the form of an information magazine. Besides this change of format and appearance the magazine will aim at giving the "most complete and most precise information on everything taking place in Switzerland and the events related to our country". Mr. Bigler also announced that the "Sonntags Journal" would co-operate with the Austrian weekly "Profil" and that both papers would strive towards Austro-Swiss friendship. The "Sonntags Journal" has a circulation of 50,000.

(ATS)

WATCH NEWS

The organisers of the coming celebrations in La Chaux-de-Fonds commemorating the 250th anniversary of the birth of the watchmaker Pierre Jaquet-Droz have appealed to collectors. They have asked all those who possess automatons, clocks and watches by Pierre Jaquet-Droz, his son Louis or his adopted son Jean-Frederic

Leschot to approach the horological museum of La Chaux-de-Fonds. The organisers hope to stage a comprehensive exhibition of the creations of the Jaquet-Droz family and to publish a catalogue containing all the existing information on Jaquet-Droz.

Two names conjuring very different activities have been associated in a recent co-operation agreement. The Watch Federation and Fiat have signed a convention whereby they will seek to establish a programme of co-operation in the field of time measurement, micromechanics and electronics.

(ATS)

PARLIAMENTARY EVENTS IN MARCH

The National Council accepted by 122 votes to 4 to pass credits of 400 million francs demanded by the Federal Council for the Third World. The debate was stirred up by the legalistic intervention of Mr. James Schwarzenbach, who claimed that the nature of the matter was such that it should be put to the people in an Optional Referendum. He was supported in this by the Liberal Raymond Deonna from Geneva. But the suggestion was finally turned down by 85 votes to 44. The Council of States examined the revised law on expropriation and settled on the modalities of compensating expropriated people.

PLANE CRASH ON THE CHASSERAL

A German doctor from Egelsbach near Frankfurt and his wife took their "Cessna" light aircraft on a trip from Frankfurt to Geneva. Their journey ended with a white death on the snow beaten slopes of Mount Chasseral.

A villager from Courtelary who happened to be in a nearby chalet situated at "La Métairie du Prince" (1229 m.) heard the aircraft coming. The fog was so dense that he could not see it, but he gathered from the noise that it was flying very low. He reflected that the aircraft would never fly over the Houbel (1,503 m.). Seconds later he heard a resounding explosion, interrupting the silence of the mountain. As the night was coming and the thickness

of the fog would have prevented a successful rescue operation anyway, the alerted rescuers decided to set out at dawn the next day. The cantonal police of Courtelary left on skis to survey the whole north face of Mount Chasseral while the police of La Neuveville were entrusted with beating the south side. A rescue column from the Ski Club of Saint Imier also set out to comb the region around Savagnière. It arrived on the site of the accident at about five o'clock. The men from Courtelary were already there. They had taken nearly five hours to find the wreckage of the "Cessna" and their search had been made very difficult by a persistent fog. What they saw was frightful. The plane had dug a long trench in the snow and wreckage was strewn across the white expanse of the mountain. The remnants of the torn bodies of the occupants were spattered about in the snow.

By six o'clock the cantonal gendarmes were preparing the evacuation of the bodies to Berne, where a post-mortem was to be carried out. This tragedy was nearly the prelude to a second one.

When the wreck of the "Cessna" had been discovered, a detective was flown over by helicopter. The helicopter left for Berne with its gruesome load and the detective remained near to the destroyed "Cessna", probably expecting to be picked up by a second helicopter. However, the policemen

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from the neighbouring villages left on their skis for the valley and the detective followed on foot. He soon lost their traces and trudged on for five hours in a yard of snow. When the police rescue team realised his absence they climbed back and found him completely exhausted at about midnight.

The reason for the crash of the "Cessna" has not yet been elucidated. It was probably that its pilot had lost himself because of the dense fog. He may have wanted to land on the Courtelary airstrip. It would have explained the low altitude at which he was flying.

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