

A new Swiss Air Transport Company

Autor(en): **[s.n.]**

Objektyp: **Article**

Zeitschrift: **The Swiss observer : the journal of the Federation of Swiss Societies in the UK**

Band (Jahr): - **(1966)**

Heft 1493

PDF erstellt am: **19.07.2024**

Persistenter Link: <https://doi.org/10.5169/seals-688861>

Nutzungsbedingungen

Die ETH-Bibliothek ist Anbieterin der digitalisierten Zeitschriften. Sie besitzt keine Urheberrechte an den Inhalten der Zeitschriften. Die Rechte liegen in der Regel bei den Herausgebern.

Die auf der Plattform e-periodica veröffentlichten Dokumente stehen für nicht-kommerzielle Zwecke in Lehre und Forschung sowie für die private Nutzung frei zur Verfügung. Einzelne Dateien oder Ausdrucke aus diesem Angebot können zusammen mit diesen Nutzungsbedingungen und den korrekten Herkunftsbezeichnungen weitergegeben werden.

Das Veröffentlichen von Bildern in Print- und Online-Publikationen ist nur mit vorheriger Genehmigung der Rechteinhaber erlaubt. Die systematische Speicherung von Teilen des elektronischen Angebots auf anderen Servern bedarf ebenfalls des schriftlichen Einverständnisses der Rechteinhaber.

Haftungsausschluss

Alle Angaben erfolgen ohne Gewähr für Vollständigkeit oder Richtigkeit. Es wird keine Haftung übernommen für Schäden durch die Verwendung von Informationen aus diesem Online-Angebot oder durch das Fehlen von Informationen. Dies gilt auch für Inhalte Dritter, die über dieses Angebot zugänglich sind.

every year since 1961. This particular establishment was further honoured by being asked to participate, as part of the public programme of education, in the second year of training of this "bush medicine". At the end of their training the Tanganyikans are put in charge of the first-aid posts in remote medical centres and have to perform important auxiliary services.

Training of native students was only made possible through the erection of the Institute's own teaching centre equipped with lecture-room and premises for practical training as well as with bungalows to house doctors and students. The work was successfully tackled as a joint effort thanks to the close co-operation existing between various authorities, not least among them being the "Swiss Capuchin Mission" and the Swiss company owning sisal plantations, Amboni Estates Ltd. Since the new centre was officially inaugurated in 1961, a great many students have been trained by the Tropical Institute; this has been important not only because of the professional training offered but also because it was a tricky educational experiment with young Africans. A further advance has been made in the meantime, the teaching centre assuming responsibility for the further training of medical auxiliaries to become medical officers. The Institute thus performs the two-fold function of training the natives and, at the same time, of establishing a staff of Tanganyikan teachers. In this way the "Rural Aid Centre" becomes an important outpost of the "Medical School" in Dar-es-Salaam.

The acceptance of scholarship students to Switzerland is an even greater challenge than this cautious training of a middle-range of medical personnel, since the successful candidates are brought from the country of origin and transplanted to a completely new world. Only students with good educational background and reliable character are considered.

Of the many successful activities of the Swiss Tropical Institute we still have to mention its special scientific work and expeditions overseas. Its first expedition was organized to the Congo in 1945. The material brought back was made the subject of scientific study in Basle. In 1951 a Swiss research centre was established on the Ivory Coast, which, while being attached to the Swiss Natural Science Society, works in close co-operation with the Tropical Institute. Possessing good laboratories and workshops, this centre, too, became popular very quickly; it is very important if for no other reason than that it is situated in the centre of rich arable land. We see, then, that the Swiss Tropical Institute in Basle and its outposts in Africa are doing a great volume of constructive work of benefit to the most varied scientific, technical and social fields.

(*Pro Helvetia Foundation.*)

A NEW SWISS AIR TRANSPORT COMPANY

In order to improve transport in the Jura region, a number of Swiss and French industrialists from this mountainous region decided to found a private air transport company to be known as "Air Jura". The new group, which will have Swiss legal status, will have its main base at La Chaux-de-Fonds airport. The company already possesses a 5 to 6 seater twin-engine "Beechcraft Baron" with an average cruising speed of 220 m.p.h., and a loading capacity of approximately 880 lb. It will provide much-needed connections in the Jura itself as well as with the nearby intercontinental aerodromes, in particular Basle-Mülhausen, as well as longer flights on request.

[O.S.E.C.]

NO RESHUFFLE IN THE SWISS GOVERNMENT

When Federal Councillor Wahlen retired, his successor was elected in the person of Regierungsrat Gnägi. The Federal Council then had to decide whether to have a thorough reshuffle or only some small change. At its first official meeting, the decision was taken by the Government to leave its members in their Departments with the exception of Federal Councillor Spühler who is Mr. Wahlen's successor as Foreign Minister. The new Councillor Gnägi takes over the Department of Communications and Energy.

Public opinion has it that this is only a provisional solution, and that in the near future there are bound to be changes. In two years, Parliament has to be re-elected, and by that time it will be seen whether the prediction is right or whether the French proverb "C'est le provisoire qui dure" is proved.

There has been strong criticism recently, particularly of the Military Department and of the Department of Public Economy. Responsible personalities in Switzerland regret the lack of a coherent policy of the Federal Council who should be able to take the responsibility as a whole for whatever happens in any of its Departments. The fact that some of the Departments are liked and others are not popular, has largely to do with the proportional system in which the four major Parties share in the Government. This lack of corporate responsibility, says National Councillor Peter Dürrenmatt, is the cause of the feeling of uneasiness present in many circles in Switzerland.

The new distribution of the Federal Departments are as follows: Political: Spühler (Deputy Chaudet), Home Affairs; Tschudi (Von Moos); Justice and Police: Von Moos (Bonvin); Military Matters: Chaudet (Gnägi); Finance and Customs: Bonvin (Tschudi); Public Economy: Schaffner (Spühler); Communications: Gnägi (Schaffner).

The delegations of the Federal Council, which have to prepare specially important matters, have been set up as follows: Financial questions: Schaffner, Bonvin, Spühler; Railways: Gnägi, Bonvin, Spühler; Foreign Affairs: Spühler, Chaudet, Schaffner; Military matters: Chaudet, Bonvin, Gnägi; Atomic questions: Gnägi, Tschudi, Spühler; Agriculture: Schaffner, Von Moos, Bonvin.

(*"Basler Nachrichten" and A.T.S.*)

STUDY TOUR OF SWITZERLAND BY HIGH FOREIGN OFFICIALS

As part of a refresher course organised by the United Nations, high officials from government departments, banks and economic institutes of some twenty developing countries visited the firm of Motor-Columbus, Engineering Consultants at Baden. For three days those taking part in the course were able to study the means and methods used in Switzerland for the planning and financing of electrification. After visiting several hydro-electric power stations in the Canton of the Grisons, and attending talks by a number of Swiss experts, these foreign guests had the opportunity of exchanging views on the execution of development plans, the methods used and the experience gained so far by Swiss engineers in their planning and consulting activities in the developing countries. Those taking part, who came from Asia, Africa and Latin America, were greatly interested in the methods of financing development as well as in the possibilities offered by Swiss firms of consultant engineers for the development of their own countries.

[O.S.E.C.]