

Zeitschrift: Helvetia : magazine of the Swiss Society of New Zealand
Herausgeber: Swiss Society of New Zealand
Band: 9 (1943-1944)
Heft: 2

Artikel: Financial reorganisation of the Swiss Federal Railways
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DOI: <https://doi.org/10.5169/seals-942661>

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"Berner Tagwacht" - "The right of granting sanctuary is our own affair. We decide who is worthy and who is not. However, we have refused sanctuary to many worthy people during the war, and before that. Let us hope that no one in Switzerland will be in favour of sanctuary being granted to those having to answer for war crimes. They had courage enough to commit the crime; we hope they will also have the courage to answer for themselves. They should not bring any neutral country which they have often mocked, into difficulties by seeking protection here. This war itself is a crime, the greatest for over a century, and many cruelties and crimes have been committed, largely in the name of a new morality and a new justice, which cynically despised former conceptions."

FINANCIAL REORGANISATION OF THE SWISS FEDERAL RAILWAYS.

Mr. Celio, President of the Swiss Confederation and Head of the Post Office and Swiss Federal Railways Department, has announced that a detailed scheme for the financial reorganisation of the Swiss Federal Railways is now under study.

The financial reorganisation of the Swiss Federal Railways has become vitally necessary. The scheme will involve both the taking over of part of the liabilities incurred by the national railways and an increase in transport rates. The State will thereby increase its own debts by 2.3 to 2.4 milliard francs, a sum which includes 1.7 to 1.8 milliard francs taken over from the debit balance of the Swiss Federal Railways and a 600 million francs deficit from the Pension Fund.

On the other hand, as a result of the enormous and constantly increasing rise in the price of rolling stock and running costs - 233% for coal, 588% for lubricating oils, 116% for rails, 74% for uniform cloth, 665% for tin, etc. - an increase in transport rates is anticipated. It is estimated that this would yield a further revenue of 25 million francs, namely, 10 millions on passenger tickets, 14 millions on goods transport and frs. 900,000.- on cattle transport.

Receipts and expenditure of the Swiss Federal Railways. A comparison of receipts and expenditure of the Swiss Federal Railways during the last few years is shown in the following table:

Year	Receipts		Expenditure	
1937	336	million francs	224.6	million francs
1938	320	" "	229.5	" "
1939	361.2	" "	223.9	" "
1940	397.8	" "	238.8	" "
1941	455	" "	260.6	" "
1942	468.3	" "	288.4	" "

As compared with 1936, the worst financial year for the Swiss Federal Railways since the last Great War, 1942 receipts show an increase of roughly 178 million francs. On the other hand, running costs reached a peak in 1930 when they amounted to 291.4 million francs; since the outbreak of the present war, they have again increased considerably, and will doubtless soon exceed the 1930 level.

THE SIXTH STAGE OF THE SWISS AGRICULTURAL EXTENSION PLAN.

The goal set for the first five stages of this plan was the increase of arable land in Switzerland, so that, should the necessity arise, the country could be entirely self-supporting as regards food supplies and dispense with importations. Although the increase in the surface of land under wheat has not yet reached the acreage required, vegetable and potato plantations are sufficient and need not be augmented for the time being.

In the programme set for the sixth stage of the agricultural extension plan during the 1943/44 period, these results have been taken into account; they are, above all, to be consolidated and the deficiency noted in the fulfilment of certain parts of the plan is to be made good. This is particularly the case as regards disafforestation which, in certain parts of Switzerland, has not yet reached one-tenth of the surface specified in the plan, whereas in other districts, the acreage of disafforested land exceeds the plan by one-fifth. Taking the country as a whole, however, disafforestation is behind the minimum set by the plan by more than one-third.