

Zeitschrift: The Swiss observer : the journal of the Federation of Swiss Societies in the UK
Herausgeber: Federation of Swiss Societies in the United Kingdom
Band: - (1954)
Heft: 1225

Artikel: Swissair traffic in February
Autor: [s.n.]
DOI: <https://doi.org/10.5169/seals-688274>

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Karl Hermann Stamm, in Schleithelm (Ct. Schaffhausen) aged 75. The deceased played a conspicuous part in the religious life of the canton of Schaffhausen.

E. Matter, a former "Oberbetriebschef" of the "Generaldirektion" of the Swiss Federal Railways, in Berne, at the age of 81.

Alphonse Lavèrrière, a noted architect, and for 19 years drawing-master at the cantonal school (Vaud), in Lausanne, aged 83.

Robert Cantieni, composer, and for many years Music-Master at the "Bündner Kantonschule" in Chur, at the age of 82.

Colonel Max Jaeger, at one time chief-of-staff of the 4th Division and commander of the Sargans fortress, in Berne, aged 54.

Gaston Boiceau, civil-engineer, in Lausanne, at the age of 85. The deceased was the constructor of the Lausanne municipal tramways, the funicular railways Interlaken-Harder, Siders-Montana and the electric railway Clarens-Blonay. From 1917-1933, Boiceau was a member of the Grand Council of the canton of Vaud.

Otto Kaufmann, from 1905-1947, Head of the "Kulturingenieurbüro" of the canton of Lucerne, in Lucerne, aged 75.

Dr. Theo Gubler, a former teacher at the "Humanistischen Gymnasium", Basle, in Basle, at the age of 76. [A.T.S.]

* * *

Here are some balances of the accounts for 1953 of the following cantons:

Valais	Debit Balance...	960,000.— frs.
Solothurn	Credit Balance...	2,347,674.— frs.
Vaud	Credit Balance...	421,344.— frs.
Geneva	Credit Balance...	7,807,188.— frs.
Appenzell A.Rh.	Credit Balance...	132,120.— frs.
Appenzell I.Rh.	Debit Balance...	69,700.— frs.
Neuchâtel	Credit Balance...	6,700,000.— frs.
Ticino	Credit Balance...	2,387,842.— frs.
Fribourg	Credit Balance...	316,683.— frs.
Berne	Credit Balance...	508,742.— frs.

[A.T.S.]

* * *

The undermentioned anniversaries are mentioned in the Swiss Press:

Karl von Weber (75) of Schwyz, from 1920-1944 a member of the Government of the canton of Schwyz, and from 1925-1943 a Member of Parliament. (National Council).

Dr. Arnold Reymond (80) of Pully, formerly Professor of Philosophy at the Sorbonne (Paris) and the Universities of Lausanne and Neuchâtel. He is a *doctor honoris causa* of the University of Neuchâtel, and an honorary citizen of Pully.

Max Passet (70) of Thusis, a noted civil engineer. Many of the railway and power establishments in Switzerland and abroad were built after his plans.

[A.T.S.]

* * *

The following couples have celebrated their diamond wedding anniversary (60) in Switzerland: Mr. & Mrs. Gabus-Guinaud of Le Locle, Mr. & Mrs. P. Leyvraz of Corbeyrier-sur-Aigle, Mr. & Mrs. Albert Marchand-Gramière of Geneva. [A.T.S.]

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Switzerland now has two Communist parties; Léon Nicole, expelled from the Worker's (Communist)

Party in December 1952 for "deviation" has formed a rival group called the Progressive Party.

Like the Workers' Party, it advocates close friendship with Russia and the "Peoples Democracies" and is opposed to rearmament.

[A.T.S.]

* * *

Mr. Marc Spitzer, for several years manager of the London office of the Swiss Bank Corporation, has been appointed manager of the Swiss Finance Corporation for Canadian Investment, a wholly owned subsidiary of the Swiss Bank Corporation. Mr. Spitzer's headquarters will be in Montreal.

A RETIREMENT.

Our countryman, Mr. J. F. Beer, principal Chef de cuisine at the Grand Hotel, Birmingham, is shortly retiring from his position.

Mr. Beer trained in Davos, later going to Claridges Hotel, London. After several years in West End Hotels, in 1926 he went to the Queen's Hotel, Birmingham, but was shortly afterwards appointed to his present position at the Grand Hotel, a post he has held for 27 years. He is an old member of the Swiss Club, Birmingham.

We are extending to him our best wishes in his retirement.

SWISSAIR TRAFFIC IN FEBRUARY.

Point to Point Passengers	...	24,726	18,886
		+ 31%	
Offered ton/miles	...	3,109,338	2,013,426
		+ 54%	
Average Utilisation	Grade		
on the scheduled service	54.4%	65.1%	

The offered Ton/Miles in February slightly exceeded the actual budget. Compared with the same month of the previous year, offered capacity increased by 54%. Against this large increase we have an increased utilisation of 29%. Demand therefore did not keep pace with the offered capacity which, despite the remarkable increase of 31% for point to point passengers, reached a utilisation of 54.4%. Compared with February 1953, our increased achievements are due to the use of larger aircraft and to the fact that during this winter season, the summer programme has not been drastically reduced as in previous years.

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