

Air freight increases despite slight recession

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

Objekttyp: **Article**

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

Band (Jahr): **- (1958)**

Heft 1326

PDF erstellt am: **01.05.2024**

Persistenter Link: <https://doi.org/10.5169/seals-692603>

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.

AIR FREIGHT INCREASES DESPITE SLIGHT RECESSION.

Although Switzerland's foreign trade showed a slight contraction in the first half of 1958 compared with the same period a year ago (the volume of imports was down by 17 per cent and of exports by six per cent), Swissair's freight traffic continued to go ahead strongly, recording an increase of 36 per cent. Freight tonne-kilometres performed totalled 9,216,664 against 6,784,181 in the first half of 1957. Freight traffic thus rose more than the increase in Swissair's offered capacity, which was 35 per cent higher at 97,400,755 tonne-kilometres. In fact, freight traffic in the first six months of 1958 exceeded that for the whole of 1955.

The greatest rate of increase was recorded on the route between Europe and South America, where almost four times as much freight was carried as in the first half of 1957. In Europe, Swissair's freight traffic rose by 18 per cent and on the North Atlantic by eight per cent. The latter figure is still noteworthy, however, in view of the recession in the U.S.

On the Middle Eastern routes freight traffic revived in recent months so that the results for the half year are about the same as for the first six months of 1957. Satisfactory loads were also flown on the route to the Far East.

THE ANGLO-SWISS INSURANCE & REINSURANCE AGENCY LTD

29/30, High Holborn, London, W.C.1

Telephone: CHAncery 8554

draw the attention of merchants, forwarding agents and firms connected with Switzerland engaged in the import and export trades to the fact, that the SCHWEIZ ALLGEMEINE VERSICHERUNGS-AKTIEN-GESELLSCHAFT, Zurich, have a British subsidiary company the **Switzerland General Insurance Co. (London) Ltd.**, offering the facilities of a first class British insurance company backed by the Swiss company and a world-wide agency organisation. Insurances can be effected at very competitive rates with personal service and advice given where required. We have special facilities for arranging insurances with this company and welcome enquiries.

EDITOR'S POSTBAG.

Bath, 3rd August 1958.

The Editor,
The Swiss Observer,
London.

Dear Sir,

About five weeks ago there appeared in the Personal column of advertisements of the local evening paper an announcement asking any Swiss residing in Bath who would like to meet other Swiss on the occasion of August 1st to telephone Bath 5603.

This was a personal initiative of Mrs. Maddox, a native of Baden (Aargau). The result was that eight Swiss, who would not otherwise have met, were assembled in her hospitable home.

We had a delightful evening of chatter and gossip in Schwyzerdütsch and in French, and we sang again some of the songs of our young days. This meeting did not attract the young Swiss who are here for a brief time to improve their English, but it did bring together those who remain Swiss at heart, however long their absence from the Homeland.

This enterprise could be copied in many other centres that are too small to have a Swiss Club; not only would the participants derive much pleasure, but it would provide a nucleus of compatriots ready and able to give advice on local conditions.

Two years ago a Swiss couple who were touring had a car accident near Bath: they spoke very little English and were in a serious dilemma until a local Swiss read of the accident in the local paper.

He was able to visit them in Hospital, arrange for repair of the car, and relieve much of their anxiety.

If the group that Mrs. Maddox has now brought together had been organised at that time it would have been so simple to give help without delay; the Hospital or other authority would be able to contact not merely an interpreter, but a compatriot eager to give any help within his power.

Let us hope that the example of Mrs. Maddox will be widely copied.

Yours faithfully,

C.H.

*Sleep
Serene....*

Drink

OVALTINE
THE WORLD'S BEST NIGHTCAP

