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to be observed in the machine and the brass-founding industries.

Exports of the products of the Swiss metallurgical plants were maintained at approximately the same level as the year before; they represented about 20 per cent of the total production. The development of the export trade directed towards the traditional pre-war markets, namely, France, Italy, Belgium, Holland and Great Britain, is hampered still by the high customs barriers of these countries.

As a result of the chronic lack of domestic labour, the metallurgical plants have had recourse to foreign manpower, in order to be able to maintain their activities. It is still very difficult, however, to find a sufficient number of skilled craftsmen and technicians.

Prospects for the near future would appear to be favourable, all the more so as the order-books of the plants and of their customers are still well-filled. The business market will also depend, partly, on the evolution of copper prices, during the next few months.

#### A Swiss locomotive at Brussels Exhibition.

Swiss Industry, together with the Swiss Federal Railways are going to exhibit a locomotive, of the very latest type to be built, at the stand of the European Railways, at the International and Universal Exhibition, which is being held in Brussels, this year. This locomotive will thus not be among the exhibits in the Swiss Pavilion itself. The machine in question will bear, in the Belgian capital, the name and the arms of the Republic and Canton of Geneva. At the Brussels Exhibition, the locomotive "Genève" will not only bear witness to the quality of the work done by Swiss industry, and to the spirit of invention possessed by her technicians, but also to the desire for peace and understanding among the Nations which — in the eyes of so many people — is represented by the name of Geneva.

#### The Swiss Fleet.

A cargo vessel of 14,000 tons, the "Regina", belonging to a Swiss shipping company, was launched, at the beginning of this year, from a Belgian ship-building year. In this connection, we would like to recall the fact that, a year ago, the Swiss Merchant Navy comprised twenty-three ships, of which five were coasting-vessels, possessing a total tonnage of some 150,000 tons. Since 1940, the tonnage of the Swiss mercantile marine has almost tripled. The oldest ship is the "Saentis", which was built in 1915, and which possesses a capacity of 4,349 gross tons. About 50 per cent of the crews are of Swiss nationality.

As for the Swiss river fleet on the Rhine, this comprises about 360 ships, of a total tonnage of more than 260,000 tons; there are 242 motor-propelled barges, including some tankers.

#### OUR NEXT ISSUE.

Our next issue will be published on Friday, February 28th, 1958. We take this opportunity of thanking the following subscribers for their kind and helpful donations over and above their subscription: E. Montag, A. Baenziger, J. Clement, R. J. Helfenstein, E. von Bergen, John E. von Felten, E. Oggier, J. C. Margot, H. E. Messmer, E. Winzeler, A. Wegmuller, E. Hofstetter, R. Ryf, A. Knapp.

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