

# Corrigendum

Objektyp: **Corrections**

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

Band (Jahr): - **(1940)**

Heft 978

PDF erstellt am: **19.09.2024**

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now return to their homes. They will, however, have to prove that they were living there on the outbreak of the war.

\* \* \*

The Tessin newspapers "Libera Stampa," "Avanguardia" and "Gazzetta di Locarno" which were forbidden for some time, are now allowed to be published again. It is understood that they published rather one-sided reports about war operations and in doing so used head-lines which were more or less tendentious and offensive towards a foreign power.

\* \* \*

#### Corrigendum.

It is regretted that owing to bad reception over the air the name of the new Federal Councillor, Dr. Walter Stampfli was erroneously announced as Stämpfli.

All the English papers refer to the new trade agreement concluded with Germany though none of them is able to give any particulars. The Zurich correspondent of the "Daily Telegraph," August 12th, reports as follows:—

A new trade agreement was signed between Switzerland and Germany yesterday. It was made retrospectively valid from the beginning of this month and ends on June 30th next.

It is impossible to form an estimate from the bald official communiqué issued after the prolonged and difficult negotiations to what extent changes have been made. It is clear that Swiss exports to Germany will be substantially increased.

The communiqué explains that to help the Swiss exporter to carry out the "considerable supplementary industrial and agricultural deliveries anticipated in the coming months" the Swiss National Bank, where necessary, will accord clearing loans.

"In this way," adds the communiqué, "valuable new fields of labour will be opened to Switzerland, whereas Germany will be given an opportunity to purchase considerably greater quantities of Swiss goods."

It is emphasised that the new arrangement will increase the trade of both countries. Switzerland

has probably obtained promises of deliveries of coal from Germany, but it is doubtful if the quantities are as great as the Swiss desire, since the communiqué, despite the concern of the Swiss public about coal supplies for the winter, hardly touches on the question. It merely states that it had proved possible to arrive at an "understanding."

\* \* \*

On the Oil Agreement with Rumania the "Daily Mail," August 10th, says:—

The Swiss Federal Council yesterday gave assent to an agreement with Rumania whereby it is hoped to replenish Switzerland's rapidly dwindling stocks of petrol. Transport from Rumania is proving very difficult.

Rumanian petrol, it is hoped, will reach Sweden in 14 days by way of Germany as a result of an agreement between a Scandinavian company and the Rumanian Government. The Swedish company has sent a considerable number of tank vehicles to Germany, where they are now in use.

\* \* \*

The Swiss Shipping Position is referred to in an article contributed to the "Shipping World," August 7th; it contains little that is not already known to our readers. Here it is:—

It was reported recently that negotiations were in progress between Great Britain and Switzerland regarding the ships chartered by Switzerland to carry her imports. It was stated that Italy had agreed to permit the through traffic.

At the outbreak of the war, the Swiss Government took the necessary steps to secure maritime shipping space in order to be able to maintain, independently of international shipping vicissitudes, the overseas trade vital to the country's economic life. Agreements were entered into with Greek tramp shipping interests and 16 vessels (totalling about 115,000 tons gross) were chartered for the duration by the Swiss War Transport Office. All 16 vessels are Greek-owned, 15 flying the Greek flag and one (the British-built *St. Cergue*, 4,200 tons, built in 1937) the flag of Panama. In accordance with the provisions laid down in the agreements, the ships also fly the Swiss flag, although this latter is not internationally recognised as a maritime flag; and on their sides the Swiss flag and the word "Switzerland" have been painted. The two biggest vessels are the *Helena Kulukundis* and *Master Elias Kulukundis*, each of 10,000 tons deadweight, and built in British yards in 1938.

The vessels were attached to definite ports where special facilities had been placed at the disposal of the Swiss Government to organise the country's transit traffic on a stable basis. These were the French ports of Marseilles, Bordeaux and La Rochelle and the Italian port of Genoa.

In connection with "Swiss maritime shipping" a Basle concern actually owns two seagoing motor vessels (*Albula* and *Bernina*) which in peacetime were employed on the combined Rhine-North Sea trade, plying between Basle and London or Baltic ports such as Stockholm or Helsinki. A scheme was afoot to increase the Swiss sea-going fleet in view of

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