

# Swissair Freight results

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## CITY SWISS CLUB.

At the Meeting of the City Swiss Club, which was held at the Dorchester Hotel, Park Lane, W.1, on Wednesday, 27th May, under the presidency of Mr. X. Speckert, and with 25 members present, the battle over the Club House Fund once more flared up; this is a subject which has periodically been debated for the last twenty years.

Whenever there are no urgent matters to be discussed or dealt with in the various Societies, subjects like the military tax, votes for Swiss women, and the City Swiss Club House Fund are debated with an almost monotonous regularity. Yet, the military tax for Swiss abroad has not been abolished, although some concessions have been made, Swiss women have not been accorded the vote, in fact various women's organisations have lately come into being, which oppose the granting of the political vote to women, and the Club House Fund of the City Swiss Club is still intact, and it appears to me that these various problems will be discussed on and off for many years to come, unless something unforeseen happens.

The Meeting at the Dorchester Hotel was poorly attended, which is to be regretted considering the importance of the matters to be dealt with. The discussion, in which several members took part, made it abundantly clear that by now not one single member expects ever to see the Society having a Club House of its own, and, therefore, to keep this Fund continuing seems superfluous.

The question, however, arises whether this money (about £6,000), which was given to the Club for this specific purpose, can be put to other uses. Counsel's opinion was obtained at one time, from which it appears that, unless the original donors (or their descendants) agree that the money can be used "for other purposes", the Fund — or at least one part of it — cannot be touched.

Various paragraphs in the Rules of the Club were revised. It was decided, and rightly so, that instead of appointing another small committee to deal with the Club House Fund, the present committee should again take steps with a view to bringing this controversial subject to an early and final solution. If former appointed committees have failed to deal with this matter in a satisfactory way, there seems to me now a faint hope that the actual committee, headed by a young and vigorous President — and lawyer, to boot — will be more successful.

Those members of the Colony who expect that, when this Fund is eventually de-blocked, a shower of cheques will descend on various institutions and organisations in the Colony, I am afraid, will be disappointed, as, should the money be available "for other purposes", it will according to the President's intimation, at least for some time to come, remain in the "kitty" of the Club.

Although nothing decisive has been achieved at the Meeting, nevertheless a step forward has been made towards a final goal. It was originally intended to convene another Meeting this month to deal further with this matter; this idea has now been dropped, and a "card evening" has been substituted, which I am sure will be a more entertaining affair.

The Meeting closed at 10 o'clock.

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## AN OUTING INTO THE COUNTRY.

The City Swiss Club announces an Informal Dinner Dance to take place at "Great Fosters", Egham, Surrey, on Friday, 3rd July, 1959, to which all members of the Club and their friends are cordially invited.

The Committee is anxious that, apart from the "regulars", especially the younger members of the Club make a point of being present.

"Great Fosters" is a show-piece amongst 16th-century Tudor Palaces and Hunting Lodges, and is an ideal place for a dinner dance.

It is hoped that a large number of members and their friends will support the Committee in the endeavours to let the ladies take part in the social life of the Club to a greater extent than hitherto.

Do make a note in your diary, Friday, 3rd July 1959, at 7 p.m. at "Great Fosters", Egham, Surrey.

*The Press Reporter.*

## SWISSAIR FREIGHT RESULTS.

While Swissair produced a little over 10 per cent more capacity in the first four months of 1959 compared with the same period a year previously, cargo traffic showed an increase of 37 per cent. Freight capacity sold by Swissair over its network rose to 7,411,000 ton-kilometres from 5,422,000 ton-kilometres in the corresponding period of 1958.

The share of cargo in Swissair's traffic rose in the first quarter of 1959 to 22 per cent from 19 per cent in the same period of 1958. This can be attributed particularly to the increased cargo traffic on the North Atlantic, where Swissair sold 52 per cent more freight capacity as a result of the operations with its new DC-6A Cargoliner. Another notable increase in Swissair's freight traffic was recorded on the Far East route, amounting to 27 per cent over the first quarter of 1958.

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