

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: - (1937)
Heft: 809

Artikel: Basle to London by Water
Autor: [s.n.]
DOI: <https://doi.org/10.5169/seals-693250>

Nutzungsbedingungen

Die ETH-Bibliothek ist die Anbieterin der digitalisierten Zeitschriften. Sie besitzt keine Urheberrechte an den Zeitschriften und ist nicht verantwortlich für deren Inhalte. Die Rechte liegen in der Regel bei den Herausgebern beziehungsweise den externen Rechteinhabern. [Siehe Rechtliche Hinweise.](#)

Conditions d'utilisation

L'ETH Library est le fournisseur des revues numérisées. Elle ne détient aucun droit d'auteur sur les revues et n'est pas responsable de leur contenu. En règle générale, les droits sont détenus par les éditeurs ou les détenteurs de droits externes. [Voir Informations légales.](#)

Terms of use

The ETH Library is the provider of the digitised journals. It does not own any copyrights to the journals and is not responsible for their content. The rights usually lie with the publishers or the external rights holders. [See Legal notice.](#)

Download PDF: 30.01.2025

ETH-Bibliothek Zürich, E-Periodica, <https://www.e-periodica.ch>

BASLE TO LONDON BY WATER.

Thanks to the correction of the Rhine bed which had been taken in hand about six years ago, the Basle harbour is gaining in importance year by year, and occupies now the seventh place among the many Rhine ports.

In connection with the Rhine — Rhône Canal an extended inland traffic has developed for all classes of goods. During the last year a regular weekly service has been maintained from Basle to London via Antwerp and other British ports such as Plymouth, Bristol, Swansea, Liverpool, Great Yarmouth, Boston, King's Lynn, Grange-mouth, Belfast and Dublin, as well as to various other overseas places.

The eleven Swiss Diesel motor vessels engaged in this traffic average just under seven days for the journey from Basle to the London Docks, though with some of the latest type boats, goods have come down the Rhine and across the North Sea in four days.

It is therefore to-day possible to have goods dispatched from Basle to London as quickly as per rail, with the all important difference of a reduction of from 30-50 per cent. in the costs of transit. The goods undergo only one transhipment namely at Antwerp, where they are loaded direct from one vessel to another, this is a distinct advantage over Rail Service, where goods often have to undergo an increased number of transhipment.

We have before us some statistics which make interesting reading; from them we gather that the last year the service was maintained throughout the year, in spite of the rough weather conditions which prevailed during some of the winter months. The average time of transit during the 52 weeks was from six to eight days, some consignments had taken five days only.

This service can also be used for shipments of goods from London to Basle, it is, however, obvious that shipments on this route will take longer, owing to the fact that boats from Antwerp up river to Basle require more than double the time as down river traffic.

Figures to hand show that the average time for traffic from London to Basle was between twelve to fourteen days.

The fear often expressed by exporters that Insurance Premiums might nullify any savings between rail and river transport are not justified. The premium for this service for an All Risk Policy between Basle and London is only 3 per mille higher during the summer months (1st April to 31st October) and 1.65 per mille higher during the winter months (1st November to 31st March) than the premium charged when using the rail service.

The quickness of this "all water" service has caused surprise in circles which are concerned in exporting goods to and from Switzerland. The secret of it lays in the fact that the company, The General Steam Shipping Agency Ltd., in Basle, has a fleet of up-to-date vessels at its disposal, which are fitted with Swiss Sulzer Diesel engines, these 200 tons boats can complete the river journey even when low water conditions prevail. These boats connect in Antwerp direct with the steamers of the General Steam Navigation Co., Ltd., sailing every other day to the most up-to-date warehouses of the Company in the West India Import Docks in London, where promptest customs clearance and delivery are effected.

We are informed that the organizers of this special service, The General Steam Shipping Agency Ltd., in Basle have made the service accessible to all Forwarding Agents interested in Goods transfers to and from London, and we hear that quite a number of Forwarding Agents as well as importers and exporters are using this service.

It might interest our readers to hear, that the originator as well as the moving spirit of this service is our old friend Mr. H. Siegmund, the founder and late Managing-Director of the well-known Forwarding Concern, the European and General Express Co., Ltd.

Mr. Siegmund was for twenty years a staunch supporter of the Swiss Colony in London, and when he left the Metropolis in 1926 his departure was greatly deplored. It must have been to him a matter of great satisfaction, to see this concern, which he had founded, flourish and expand to important dimensions; many a one would have considered this the culminating point of his career, and retired from his ardent duties. Not so our friend, who has on returning to his native land made good use of the knowledge gained in this country, and we wish him success in his relatively new venture which his alert mind and his organising talents are sponsoring.

ST.

ALS RUMANTSCHS IN INGELTERRA.

Cum grand plaschair vögl seguir l'invid da'1 stimà redactor da nossa gazetta svizra e prodier ün pitschen lavur in lingua rumantscha pel "Swiss Observer." Eu gratulesch al nomà per havair recognuoscü usch e pront la quarta lingua ufisiala svizra, aregnuoschand quattras ils grands sforzs fats dals pioniers rumantschs, in prüma lingia dall'Unium dels Grischs.

Our da prüa ignoranza han nos compatriots d'otra lingua resguardà nossa favella blers ans sco ün patüa talian sumgliaint al franzes, spagnöl ect. Cha'l rumantsch existiva seqls avant sco quaistas linguas vain surviss, uschea chi ais ura da sclerir quaiet errur. Il fat, cha la bibla rumantscha as rechatta tanter las prümas stampadas muossa cha nus non eschan sainza literatura.

Cha nus rumantschs gnittan squasi stumplads our dalla modesta plazza cha pretendiavan al solai ais un trist cas vi dal qual nus svesch non eschan pero sainza quolpa. La granda toleranza cha havain saimper muossa invers tuots quels chi non discoran nos linguach ais per vaira exagerada. Nus ans havain per exaimpel laschè plaschair usche lömch l'imbutamaint, chi non sia manieras da tschantshar nossa favella materne in nos agen pajais natal, scha per combinazium as rechatta tanter desch rumantschs ün tudaisch, cha cumanzain svesch a craier cha quaiete pretaisa sja güstifichada.

Ils na rumantschs in terra rumantschs sun là generalmaing our d'agen interess, uschea chi non füss pretais massa sch'els as dessan ün pa fadia per imprender la lingua del pajais chi als spordscha ün'existenza, sco cha stovain far nus al ester. Els pudessan laschar freguaintar a lur infants sainza scrupel sconlas ingio chi vain trattà la lingua indegena in ün möd degn d'ella e na sco ram facultativ. Per fortuna ais quaiet il cas be in fies paes comins rumantschs e nus volain gugent sperar cha quaiet trist exaimpel non vegna següi plü. Il pitschen sforz ch'ün infant fa per imprender rumantsch as recompensescha richamaing cur cha quaiet sto allura imprender talian, franzes, spagnöl, latin e perfin inglais.

Il movimaint per salvar ed augmentar il rumantsch ais sainza dubi sün la dretta via e scha tuots rumantschs as dan üna pitschna fadia ed assistan quaieta nöbla acziun schi sgüra cha'l rumantsch po darcheu guadagnar terrain pers quaiets ultims ans, "Tanter rumantschs be rumantsch."

A. TALL.

DEPRESSION

NERVOUS BREAKDOWN - WEAKNESS - ANAEMIA - SLEEPLESSNESS - MALNUTRITION



Strike at the Root of these Disorders — THE BLOOD

Do you know that your blood is like a defending army within a fortress? The Red Corpuscles, if normal, are a strong, virile, efficient force which mans the walls and repels all attacks of disease. Weak Blood decreases the supply and multiplication of the health-defending Red Corpuscles, leaving the fortress (your system) vulnerable to the attack of any disease or epidemic that comes along.

DR. HOMMEL'S HAEMATOGEN



Healthy Red Virile Blood

makes straight for the Blood. Its special constituents are so balanced that they are absorbed through the digestive tract immediately into the Blood. They build up the Red Corpuscles at a terrific rate incorporating into the Blood an enormous recuperative force and an ever-increasing power to resist and throw off disease.



Weak Thin White Blood

Dr. Hommel's Haematogen is not a patent cure-all — but a combination of scientific elements that are prescribed and heartily recommended for men, women and children by more than

10,000 MEDICAL MEN

Don't experiment, go straight to your local Chemist and get a trial bottle—test it faithfully for a week and note the amazing difference in your health, activity, vitality and appearance. Guaranteed harmless to the most delicate constitution.

FREE A descriptive Brochure No. 6 written for the public will be sent on application to

HOMMEL'S HAEMATOGEN & DRUG CO
121, NORWOOD ROAD, S.E. 24

COSMOS FREIGHTWAYS AGENCY LIMITED.

43 45, Great Tower Street, E.C. 3.

Directors: W. BECKMANN & R. A. NUNNENMACHNER (Swiss)

OFFER A RELIABLE, COMPLETE TRANSPORT & CUSTOMS SERVICE THROUGHOUT THE **CONTINENT & OVERSEAS.**

"PRIVATE EFFECTS AND HOUSEHOLD REMOVALS SPECIALLY CATERED FOR."

LOWEST QUOTATIONS AND FULL INFORMATION GIVEN ON APPLICATION.

For the "Knight of the Bath"



The SADIA gives you baths when you want them and how you want them. Piping hot water at the turn of the tap. The water is ready for you at any time of the day or night. There is no waiting, and no preparation beforehand.

The SADIA works automatically by electricity. When the water is heated, the current is switched off by the heater itself — no current is wasted.

The SADIA supplies all hot taps in the house — bathroom, bedroom, and kitchen — all the hot taps run hot just as surely and as easily as the cold taps run cold.

Visit your Electricity Showrooms and ask about the SADIA. You will be surprised at how little it costs.

SADIA

AUTOMATIC ELECTRIC WATER HEATERS

AIDAS ELECTRIC LIMITED, Sadia Works, Park Avenue, North Circular Road, N.W.10.

Telephone: Willesden 5007 Telegrams: Aidaselect, Harles, London.