

**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:** - (1953)

**Heft:** 1201

**Rubrik:** Swiss output in 1952

### **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:** 13.05.2025

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

(including also baggage, mail, and express parcels) at fr. 372,792,000, a drop of 3 per cent. Total receipts for 1952 were fr. 733,458,000 (against fr. 715,483,118 for the preceding year) and total working expenditure fr. 519,847,000 (fr. 501,112,402). The working surplus for 1952 therefore was very slightly lower than for 1951.

The decline in freight receipts is attributed to a contraction in imports and to road competition and to a drop in coal traffic in transit from Germany to Italy, though fruit and vegetable transit traffic from Italy and Spain increased. The rise in working expenses was due to increased material prices and staff expenditure.

\* \* \*

The presence and exploitation of oil deposits in Switzerland were the subject of a question in the National Council or Second Chamber of the Swiss Parliament. The Government replied that the matter was being carefully examined by them though experimental borings so far had been fruitless. Drillings made in various regions — namely, in cantons Vaud, Fribourg, Lucerne, Ticino, gave no decisive results except in Ticino, where one boring was now supplying small quantities of methane, and in Canton Vaud, near Yverdon, where a drilling carried to a depth of over 4,000ft. struck small deposits of oil very inferior in quality.

\* \* \*

A return of cold weather, with snow again covering the lower regions of central and eastern Switzerland, has made the fate of thousands of migratory birds, already arrived from southern countries, precarious. The Swiss ornithological centre at Sempach has broadcast an appeal to the public to feed, in particular, the thrushes, starlings, larks, and various sorts of waders, as these birds cannot find their usual food.

\* \* \*

British and Italian ice hockey players fought with fists and sticks on the rink of the Hallen Stadium in Zurich during the final match of the unofficial European junior championships. Play was interrupted for five minutes.

Policemen went on to the ice, wearing boots, but had difficulty in keeping their feet. When play resumed both teams had two men in the penalty box. The Italians won 3-0.

## SUMMER PROGRAMME

OF CONDUCTED  
OR INDIVIDUAL  
TOURS,

CONTINENT AND  
GREAT BRITAIN

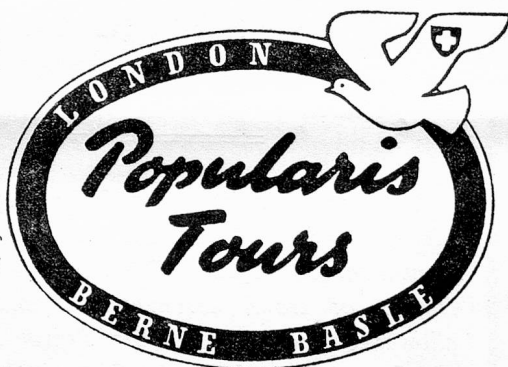
By RAIL, SEA,  
AIR or COACH

Let us make  
your Travel  
Arrangements

Agents for BRITISH, FRENCH & SWISS RAILWAYS,  
COACH SERVICES & ALL AIR LINES.

London Office

6, Royal Arcade, Old Bond St. W.1. Tel: REGent 1352/3



## SWISSAIR OUTPUT IN 1952.

In 1952, the total returns of Swissair have risen to 67.5 million francs. Compared with 58.3 million francs in the previous year, this represents a 16% increase. This increase of total returns is, however, off-set by considerable additional expenditure, as a result of the increased cost of material and personnel. More than 3 million francs have been spent in 1952 for training purposes. In view of the expected delivery of three additional long-distance aircraft, it was necessary for Swissair to set aside large sums in advance.

The tendency of a certain stabilising in the rise of traffic, which can be clearly seen from last year's aviation statistics, could also be confirmed within Swissair. In comparison with the very rapid development in previous years, our national airline has shown a slight slackening of transport results in 1952. It can even be stated that the figures for flown kilometers dropped by 1.5%. This can be explained as being due to flying difficulties, caused by the American oil strike in May and June last year, the cancelling of flights on certain routes in Europe and Persian Gulf territory, as well as a considerable shortage of crews. However, thanks to the operation of larger aircraft, the offered kilometers could be increased from 34.3 million in 1951 to 38.1 million, or an increase of 11.2%. There has also been considerable progress in all other traffic and business results. There has been an increase of 9.3% in freight transport, 35.6% in mail, and 3.8% in transported passengers. The comparatively small increase in passengers transport can be explained by the decrease of the travel allowance for English tourists, and to the reduced number of lines to the Near East, due to the political situation there. The distribution of ton/kilometers rendered on the three Swissair networks, Europe, Near East and U.S.A. shows that the oversea flights to New York result in nearly one third of the total transport performance of Swissair. The total, therefore, is divided as follows:

Europe	55%
America	32%
Near East	13%

### Statistics.

	1952	1951
Flown kilometers ...	10,385,562	10,541,470
Offered tons/km. ...	38,155,884	34,309,959
Transported Passenger ...	292,341	281,748

**Kettners Restaurant** has no music and is not luxurious . . . but the Food and Wine are superb.

Roast Surrey  
Capon,  
Roast Aylesbury  
Duckling  
served every day

