

# 2,641.000 profit for Swissair

Autor(en): [s.n.]

Objektyp: **Article**

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

Band (Jahr): - (1969)

Heft 1567

PDF erstellt am: **21.07.2024**

Persistenter Link: <https://doi.org/10.5169/seals-691482>

## **Nutzungsbedingungen**

Die ETH-Bibliothek ist Anbieterin der digitalisierten Zeitschriften. Sie besitzt keine Urheberrechte an den Inhalten der Zeitschriften. Die Rechte liegen in der Regel bei den Herausgebern. Die auf der Plattform e-periodica veröffentlichten Dokumente stehen für nicht-kommerzielle Zwecke in Lehre und Forschung sowie für die private Nutzung frei zur Verfügung. Einzelne Dateien oder Ausdrucke aus diesem Angebot können zusammen mit diesen Nutzungsbedingungen und den korrekten Herkunftsbezeichnungen weitergegeben werden. Das Veröffentlichen von Bildern in Print- und Online-Publikationen ist nur mit vorheriger Genehmigung der Rechteinhaber erlaubt. Die systematische Speicherung von Teilen des elektronischen Angebots auf anderen Servern bedarf ebenfalls des schriftlichen Einverständnisses der Rechteinhaber.

## **Haftungsausschluss**

Alle Angaben erfolgen ohne Gewähr für Vollständigkeit oder Richtigkeit. Es wird keine Haftung übernommen für Schäden durch die Verwendung von Informationen aus diesem Online-Angebot oder durch das Fehlen von Informationen. Dies gilt auch für Inhalte Dritter, die über dieses Angebot zugänglich sind.

## £2,641,000 PROFIT FOR SWISSAIR

Swissair's accounts for 1968 again show favourable results. Net profit for the year amounted to 27,072,000 francs compared with 24,548,000 francs for 1967.

Total revenue advanced to 882.2 m. from 770.8 million francs in the previous year, while operating costs before depreciations amounted to 745.1 m. compared with 651.3 m. francs for 1967. The operating surplus therefore went up to 137.1 from 119.5 m. francs.

Of this surplus, 110 million is to be appropriated to depreciation, against 95 million in the previous year.

Including the profit balance brought forward from 1967, about 28.4 million francs will be put at the disposal of the Annual General Meeting on 25th April. After appropriations of 5 million to the statutory reserve and 4 million to personnel welfare institutions, the Directors propose distribution of an unchanged dividend of 8 per cent on the share capital of 218,750,000 francs i.e. 28 gross per share.

### Change in Boeing 747 Order

Swissair's Board has decided to change the order for two Boeing 747 high capacity jets due for delivery in 1971 to two aircraft of the version 747B. This version is characterised by longer range capability with full payload. It has also been chosen by SAS and KLM.

## ELECTRONIC TIMEPIECE TO PLAY WITH?

At the request of the Swiss Watch Chamber of Commerce, the St. Imier Technical Institute has produced an electronic timepiece that can be taken to pieces for demonstration purposes by physics classes in secondary schools. Pupils at these schools will thus be able to verify the elementary laws governing modern technology in the field of semi-conductors, transistors, magnets, coils, mechanics and gears. In addition, they will be able to learn how a watch works. The variation in the timing of this watch does not exceed 1 to 2 seconds a day. The separate parts of these timepieces are supplied unassembled in a case, with the necessary tools and instructions for assembly, and an explanation of the theory of the measurement of time. Fifteen of these instruments have been made so far.

[O.S.E.C.]

## DISUSED CAR DUMPS IN SWITZERLAND

The recently founded "Swiss Society for the Study of the National Removal of Vehicles for Demolition" which has been joined by a number of organisations interested in this problem for various reasons: scrap-iron trade, car industry, road traffic, protection of nature, etc., is at present carrying out a survey all over Switzerland for the purpose of taking a census of disused car dumps, public and private depots of disused vehicles as well as demolition firms. In addition, it is examining Swiss industry's needs with respect to scrap iron. When all the fundamental data has been compiled and studied, it will be possible for this new group to make concrete suggestions for as rational as possible a scheme for the destruction of vehicles for demolition, which is a particularly urgent problem in Switzerland, owing to the high density of the built-up and cultivable areas of the country and the part played by tourism.

[O.S.E.C.]

## SWITZERLAND AS A TURNSTILE

In the course of the next few months a telephone cable will for the first time link Europe with Japan via the Soviet Union. A part of it will run under the ocean; it will already be put into operation in May of this year and will be called JASC (Japan Sea Cable). On the other hand, in the course of 1969, a telephone satellite of INTELSAT (this is the International Telephone Satellite Consortium) is to be put into orbit over the Indian Ocean for a direct connection between European and Japanese surface stations.

[S.N.T.O.]

## THE WORLD'S LONGEST AERIAL CABLEWAY

The longest aerial cableway in the world, built by Habegger of Thun and recently put into service in the Grisons tourist resort of Flims, between Flims-village and Startgels, is just over 2¼ miles long with a difference in altitude of 1,614 ft. This new aerial cableway can carry 700 passengers an hour to the ski-ing slopes of Nagiens-La-Siala.

[O.S.E.C.]

## FASHION DESIGN CONTEST à la ST. GALL

Kingston College of Art won the Young Fashion Design Contest à la St. Gall which was sponsored by the Publicity Centre for Swiss Fabrics and Embroideries and held in the Piccadilly Hotel on 28th February. It was the largest of its kind with eleven major fashion schools from all over the country competing in London.

For this contest, the students had been supplied with fabrics and embroideries from Switzerland and had to design and make four outfits from the themes "Town", "Country", "Discothèque", and "Holiday in the Sun". During the contest, students had to model before a panel of distinguished judges and a large audience of press and manufacturers.

Runners-up in the contest were Liverpool Regional College of Art and Design and Harrow School of Art. Jean Warburton won Liverpool College of Art highest marks in the "Holiday in the Sun" category with a long jacket over matching bra top and trousers in white Elysee jacquard by Christian Fischbacher.

The competition winners from Kingston College of Art have been invited for a visit to St. Gall, the centre of the Swiss textile industry, where the students will visit prominent manufacturers, have an opportunity to see the newest fabric and embroidery collections, and also see some of the Swiss countryside.

Fabrics and embroideries for the Contest were supplied by various manufacturers from Switzerland: Alex Bauer & Co., Christian Fischbacher Co., Mettler & Co., Reichenbach & Co., Jakob Schlaepfer & Co., Stoffel Ltd., Union AG., Weisbrod-Zurrer AG., Forster Willi & Co., Willy Zürcher Ltd.

*Swiss Fashion Weeks, Zurich, are held four times a year — the remaining dates for 1969 are: 14th to 25th April (main autumn and winter collections 69/70), 18th to 21st August (mid-season collections) and 13th to 24th October (main spring/summer collections 1970).*

*Information from Mrs. G. Sitek, Publicity Centre Swiss Fabrics and Embroideries, Swiss Centre, 10 Wardour Street, London W.1. Tel: 01-734 9620, where details may also be had of the first package deal trip to Zurich (in conjunction with "Drapery and Fashion Weekly"), 14th to 17th April, for retail buyers only.*