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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 $\frac{3}{4}$ 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 lies 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'l stimà redactor da nossa gazetta svizra e prodüer ün pitschen lavur in lingua rumantscha pel "Swiss Observer." Eu gratulesch al nomnà per havair recognoschü usch e pront la quarta lingua uffisiala svizra, arengnoschand quattras ils grands sforz fats dals pioniers rumantschs, in prüma lingia dall'Unium dels Grischs.

Our da püra ignoranza han nos compatriots d'otra lingua resguardà nossa favella blers ans sco ün patüa talian sumgliant al franzes, spagnöl ect. Cha'l rumantsch existiva seqls avant sco quaiastas linguas vain surviss, uschea chi ais ura da sclerir quaiast 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 pretendaiavan al solai ais un trist cas vi dal qual nus svesch non eschan pero sainza quolpa. La granda toleranza cha havain sainper muossa invers tuots quels chi non discoran nos linguach ais per vaira exagerada. Nus ans havain per examplai laschè plaschair usche lösch l'imbutamaint, chi non sia manieras da tschantschar nossa favella materne in nos agen pajais natal, scha per combinaziun as rechatta tanter desch rumantschs un tudaish, cha cumanzain svesch a craier cha quaieste pretaisa sia güstificada.

Ils na rumantschs in terra rumantschs sun là generalmaing our d'agen interess, uschea chi non füss pretaiss massa sch'eis as dessan ün pa fadia per inprender la lingua del pajais chi ais spordscha ün'existenza, sco cha stovain far nus al ester. Els pudessan laschar freguaintar a lur infants sainza scrupel scondas ingio chi vain trattà la lingua indegena in ün möd degn d'ella e na sco ram facultativ. Per fortuna ais quaiast il cas be in flich paes comins rumantschs e nus volain gugent sperar cha quaiast trist examplai non vegna següi plü. Il pitschen sforz ch'ün infant fa per inprender rumantsch as recompensescha richamaing cur cha quaiast sto allura inprender 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 quaiasta nöbla acziun schi sgüra cha'l rumantsch po darcheu guadagnar terrain pers quaiasts ultims ans, "Tanter rumantschs be rumantsch."

A. TALL.

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