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NEWS AT RANDOM

Federal

The postal service from and to Switzerland continues to be very unsatisfactory; as far as we can gather no newspapers have come through at all unless sent by airmail which latter is also erratic. According to an official statement issued at Berne the ordinary mail to Great Britain travels via Basle-Müllheim-Müllhausen-Belfort-Paris-Lisbon as the frontier at Geneva is closed. The airmail is loaded at Zurich for Stuttgart where it is held up for censorship and then dispatched to Lisbon.

* * *

In the National Council a short discussion dealing with the introduction of a Federal death duty terminated with a negative resolution. Federal Councillor Wetter though not excluding the possibility of future Federal legislation preferred to leave the matter to the jurisdiction of the cantons as heretofore. The parallel of the English death duties was not applicable, he said, as in the latter country no annual property tax was levied.

* * *

Another socialist motion seeking to limit the payments of dividends to five or six per cent. met with a similar fate. Federal Councillor Wetter in his reply stated that during the last twelve months about a third of the capital invested in Swiss undertakings went without dividends and the average dividend on the remainder was at about the rate as was earned by debenture or mortgage holders; it was a fallacy to base the argument on the nominal capital of companies as in a good many instances the present shareholders had acquired their shares at a much higher price.

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A new and far reaching initiative is being launched; it seeks to add to our Constitution a new article which eliminates speculation in land and residential property. Agricultural land can only be acquired by persons who actually cultivate the land for their own existence.

* * *

A draft decree—both alarming and reactionary—is being discussed in parliamentary circles and commissions and has no less an object than the denationalisation of Swiss citizens living abroad who have committed offences against the independence or security of the

State. This obnoxious notion has obviously infiltrated from abroad; it offends against one of the basic articles of our constitution and would lead to an arbitrary treatment of our constitutional guarantees. The bill is in charge of Federal Councillor von Steiger.

* * *

The Federal Council discussed in camera several military and economic questions. The new call-up procedure would, it was stated, place the army in a state of thorough preparedness.

* * *

Dr. Peter Vieli has been appointed Swiss Minister in Rome; he was born 52 years ago at Rhäzüns (Grisons). From 1924 to 1931 he belonged to the staff of our Legation at Rome and was subsequently made a Councillor of Legation. Most of his official career was spent at Berne until in 1937 he joined the Credit Suisse in Zurich where he occupied a leading position.

* * *

The cost of living index to the end of December, 1942, is given as 199.6 (June 1914 — 100) which is an increase of half per cent. as compared with November; since the beginning of the war the increase has been 45.5 per cent.

* * *

The index figure for wholesale prices is stated to be 214.8 per cent., which is an increase of nearly 100 per cent. since the outbreak of the war.

Cantonal

On account of lack of space to accommodate the steadily increasing number of students the Zurich educational authorities have been forced to refuse admission to the Gymnasium to scholars residing in adjoining cantons; the Gymnasium is a public state school devoted to the classical side of education.

* * *

The population of the town of Zurich has increased during the last year by 3096 and had reached at the end of December last 339,622.

CITY SWISS CLUB.

Messieurs les Membres sont avisés que

L'ASSEMBLEE MENSUELLE

aura lieu Samedi, le 6 Mars à 1 p.m. au Brown's Hotel, Dover Street, (near Green Park Tube Station).

ORDRE DU JOUR:

Procès-verbal.	Divers.
Admissions.	Continuation de la discussion sur l'activité du Club.
Démissions.	

Les participants sont priés de bien vouloir s'inscrire au plus tôt auprès de Mons. H. Binguely, 167 Clapham Road, S.W.9. (Téléphone: Reliance 4150).
Le Comité.

By order of the War Industry and Labour Office the firm of "Hamol A.G." in Zurich has been temporarily suspended. Proceedings are in course of preparation for infringements against the emergency decree regulating the supply of fats and oils for industrial purposes.

* * *

To commemorate the centenary of the foundation of the Protestant Benevolent Society in the canton of Zurich a modest protestant church is to be built in Einsiedeln.

* * *

Political life in Geneva continues to manifest itself at a high temperature. Since the dissolution of the Nicole party several small groups have emerged with similar aims which mainly appeal to the dissatisfied elements in the town. Furthermore the "Landesring" (Duttweiler) have entered the political arena styled as the "Independants" circulating propaganda leaflets. Local tradespeople are threatening to obstruct the passage of "Migros" vans by blocking the roads with furniture lorries.

* * *

The canton of Vaud is acquiring the Hotel Savoy in Court near Lausanne for 1,360,000 francs where, after the necessary alterations, the engineering and building college is to be installed.

* * *

A sum of Frs.50,000 has been presented to the St. Gall Historical Society by Dr. O. Moser-Nef on the occasion of his seventieth anniversary; the interest from the fund is to be used for historical research and publicity.

* * *

In St.Gall a cost-of-living bonus to civil servants was confirmed by 7,569 ayes against 2,118 noes though all the parties strongly endorsed the proposal. It will involve the municipality in an unforeseen expenditure of about one million francs.

* * *

Four months imprisonment and a fine of Frs.2,000 were inflicted by the St. Gall cantonal tribunal on Ernst Schegg, a dentist at Alstätten, for offences against the security of the State. Three other accused received lighter sentences but the detention was condoned in view of their having been kept under remand for like periods during investigations.

* * *

The seasonal Carnival jollifications have been prohibited in all the towns the exception being St. Gall where they are concentrated into one single day till 3 a.m. without the traditional Schnitzelbank.

* * *

A remission of taxes for the "duration" was sanctioned by the voters of the canton Solothurn. No particular interest was shown as it costs the cantonal treasury only about Frs.35,000 and benefits mainly families with young children.

* * *

The observance of certain holidays in the canton Solothurn which in the mixed districts has been a bone of contention for generations has now been mutually agreed. Good Friday, so far only observed by protestants, and All Saints (Nov. 1st), solemnized by catholics only are to be added to the existing list of official holidays.

A bachelors' tax is to be levied in the canton Obwalden: unmarried men between the ages of 32 and 60 will have 20 per cent. added to the official demand note.

* * *

In the Valais landslides are occurring due to the pressure of flood-water and precipitations during the last few weeks.

* * *

Hans Hunziker, from Aarau, died on December 21st, at the age of 68, in Lugano where he has been in retirement for some years. The deceased had been closely identified with the development of the cement industry which was set going by his father. Thanks to Hunziker's enterprise a large number of factories, notably in Brugg and Olten have been erected; he also at one time had extensive interests in England.

* * *

Rudolf Philippi died suddenly in Basle at the age of 74 from heart stroke. From 1918 to 1940 when he retired he was the director of the Basler Transport Versicherungs Ges. and the Basler Rückversicherungs Ges. which two companies due to his sterling qualities and world-wide experience attained a leading position in the insurance world. It can be said that he brought to — and installed in — his last field of activities all the best he had seen and learned during his long stay abroad. He spent many years in Italy, Spain, England and Germany. There are, we believe, still a few compatriots in London who will remember the genteel and ever correct Philippi when he was one of the early presidents of the Swiss Mercantile Society.

* * *

States Councillor Antonio Riva died on December 19th in the train near Flüelen when returning home from the last session of Parliament; he had been ailing for some days. He was born in 1870 at Lugano, studied law and at an early age took a keen interest in local and cantonal affairs. He was first a member of the National Council for a short time and joined the States Council representing the catholic-conservative party in 1923. By his death the canton Ticino lost within a few weeks' time its two representatives in the States Council, Bolla having died last October.

* * *

Simon Gfeller, the widely known Emmenthaler bard and former schoolteacher died after a long illness at the age of 74.

* * *

Regierungsrat Anton Schmid, who for more than 25 years has been a leading member of the government of the canton Thurgau, is retiring from politics for reasons of health.

Army

A fairly large number of foreign aircraft crossed over Swiss territory at Chancy, in the canton of Geneva, and at Les Verrières between 21.32 and 22.41 on Sunday evening (February 14th). After flying in a south south-easterly direction, they crossed the frontier in the region of Poschiavo between 21.39 and 22.47. A few single aircraft crossed over Swiss territory in the region of Sargans at 22.35 and flew in the direction of the Bernina Pass at 22.47. Aircraft again flew over Swiss territory between 23.14 and 00.12 coming from

4. 1448, 1569.

the direction of Saas-Fee, west of the Montana-Lausanne line, and leaving at Lepont. An air raid warning throughout Switzerland and a large number of A.A. detachments went into action. As this is the gravest violation of our territory since the outbreak of war the Swiss Minister in London has been instructed to lodge a *very* strong protest.

The Federal Penal Court has given judgment regarding M. Nicole and his collaborators. They have been declared guilty of communist and anarchist activities. L. Nicole is condemned to three months imprisonment. Judgment orders the confiscation of a certain amount of printed matter, expenses to be defrayed by the accused.

It is reported that the Franco-Swiss frontier is closed for a certain period in order to allow Italian authorities to verify frontier cards whose number will be notably decreased. Transit facilities will only be granted from now on when the Swiss are able to prove the necessity of their going to France.

An order issued in Geneva forbids the use of telescopes and similar instruments, and these instruments, if used in public places, will be seized.

On account of uncomplimentary references to Switzerland our authorities have seized and banned the ninth volume of Meyer's Lexikon, the well-known German encyclopaedia.

Rationing

Speaking generally the food rations for the present month have been slightly increased. The price of cheese was raised by 15cts. per kilo on the first of this month in consequence of the one centime per litre rise for milk sanctioned last November.

The petrol ration has been reduced by a further 25 per cent., and a general increase in prices has taken effect as from the 1st of this month. Benzine is now retailed at Frs.1.54 per litre including tax (45cts. pre-war).

The shortage of rubber is extremely acute and cycle tyres and inner tubes are unobtainable. There are over one-and-a-half million cycles circulating in Switzerland.

The particulars for the food rationing for March have just been published and seem to indicate a slight all-round reduction. The rations for Fats, Jam, Honey and Preserved Fruit have been halved. Supplementary rations for soap and similar articles for spring-cleaning are granted. It is also stated that in the near future a new milk product will come on the market, called "Nährcasein," which is equal in nutritive value to "Magerkäse," and will replace the previous cheese ration.

Traffic

The Federal Council has decided to grant a supplementary subsidy of Frs.581,000, i.e. 40 per cent. of the cost of the construction of the roadway from Castagnola to the Italian frontier over Gandria to the canton of Ticino.

The electrification of the sector Meiringen-Interlaken is practically completed thus the train journey from Lucerne to the latter place will enjoy a reduction of nearly forty-five minutes.

The Geneva Correspondent of *The Times* reports the starting up in January of the Innertkirchen power plant, as a result of which the Federal authorities have announced some relaxation of the restrictions on the use of electricity. The Innertkirchen plant represents the final stage of a large hydro-electric scheme started in 1932 with the formation of an artificial lake containing 300 million cu. ft. of water on the Grimsel Pass at a height of 6,155ft. Two years later the Handeck power-house was built and in 1937 the Boden station, the Innertkirchen plant — housed in chambers hewn out of the solid rock — being finished last year. The three power-houses situated at various levels, use water from the same source and together have a plant capacity of 290,000 H.P.

At the end of 1942, about 10 per cent. of motor vehicles, numbering over 13,000, had been converted from petrol to alternative fuels, while about 100,000 vehicles have been laid up. Petrol is very strictly controlled and may only be used by Army and Government vehicles. Wood gas is the principal fuel used, about 9,000 vehicles having been adapted for this fuel, as well as a certain amount of acetylene and methane.

A very considerable saving of insurance expenses has been obtained by vessels flying the Swiss flag as



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they are now charged the same war risk rate as Spanish and Portuguese ships, i.e., 5 to 6 per cent. according to ports of destination compared with a flat rate of 10 per cent. quoted for cargo in vessels of other nationalities. "Lloyd's List," February 16th, publishes the following about post-war developments: "A report states that the Swiss merchant fleet at present consists of ten vessels, of 58,600 tons. It is intended to increase the fleet to 150,000 tons, for tonnage difficulties are expected to continue after the war. It is stated that foreign shipyards are willing to build ships for Swiss owners. Propelling machinery and much other equipment would be supplied by Swiss manufacturers. Swiss shipping interests are reported to be prepared to ensure that the country should have a merchant fleet of its own after the war.

Before the war about 1,200,000 tons of foodstuffs were imported into Switzerland from overseas each year, and it is considered fairly satisfactory that in spite of difficulties such as tonnage shortage, blockade and limitation of supplies, imports by sea have been maintained at about one-third of that amount. It is stated that Switzerland is now paying over 100 million Swiss francs a year in shipping freights. The burden of freights is illustrated by the fact that wheat has recently cost 13.60 Swiss francs per 100 kilograms f.o.b. Baltimore; the freight to Barcelona or Genoa was 23.80 francs, and the land transport a further 3.50 Swiss francs."

The natural impulse of a kind-hearted Swiss, locomotive-driver had an unexpected sequel. Driving the Zurich-Schaffhausen train through Singen, which is of course, German territory, he dropped a "Stumpe" to a Russian prisoner who happened to be nearby. The driver was promptly arrested, another one having to complete the journey, and was kept for ten days in the local German prison until diplomatic representations secured his release.

Economical

Swiss foreign trade returns for 1942 show that the total value of imports was 2,049,000,000f., a rise of 1 per cent. over 1941, and the value of exports totalled 1,571,000,000f., an increase of 7 per cent. The rise is mainly due to increased prices, as the volume of imports was only three-fifths of that of the last pre-war year. The general character of 1942 foreign trade was

a rise in all prices and a drop in the volume of exchanges.

* * *

At the annual meeting of the Swiss Chamber of Commerce the difficult economic situation of Switzerland was emphasized, and the Chamber expressed the hope that the population would accept with discipline the inevitable sacrifices and restrictions rendered necessary by the seriousness of the situation.

The population have been warned that, because of the almost complete stoppage of coal imports, there will be no hot water for baths from next month onward. The newspapers have pointed out to the people the necessity of saving as much fuel as possible. This can easily be done now on account of the extreme mildness of the winter. Preparation must be made for next winter, when coal for heating may be almost unobtainable and wood drastically rationed.

* * *

Practically the whole of the restrictions in the consumption of electric energy have been abolished as from January 15th the exception being the heating of rooms where local conditions necessitate economy. This welcome improvement is chiefly due to the timely completion of the new power works at Innertkirchen assisted by a normal snow and rain fall.

* * *

An additional 150,000 farm workers are likely to become available under a war-time decree which makes it compulsory for all men between the ages of 18 and 30 to work on the land.

* * *

The Swiss peasant association met in Brugg to create a central organisation for rendering economic assistance to the mountain population. As far as prices of agricultural products are concerned, Swiss agriculture is endeavouring to avoid a social tension and to establish a better balance between prices and wages. The Committee hopes nevertheless that the Federal authorities will adopt the suggestions put forward for the maintenance of a healthy peasantry after the war.

* * *

Wood alcohol is being produced by the Holzverzuckerungs A.G. in Ems (Grisons) under ten-years concession granted by the Federal Council; the liquor will be delivered to the Alcohol Administration.

* * *

The casein factory constructed by the milk Federations of the Vaud and Fribourg has just been inaugurated in Lucens. The surplus skimmed milk will be used in the manufacture of foodstuffs.

Humanitarian

Though the influx of refugees has for the time being come to an end the problems of housing, distribution, financial contributions by the cantons, etc., are far from being settled. Since August 1942, some 800 refugees entered our country illegally and their lot and upkeep offers one of the greatest difficulties. Altogether more than 17,000 are at present being cared for. The army has established thirty camps, where 5,000 refugees are now living. They receive the same food rations as Swiss civilians and a special news service keeps them in touch with their own countries.

Refugees between the ages of seventeen and sixty who are fit to work are transferred to labour camps, where they help in land reclamation schemes. The

women are occupied with mending the clothes of the refugees. The refugees thus employed receive 1.50f to 1.80f. daily, and are permitted to walk within a certain distance round the camp. All the refugees who can afford it are allowed to live in hotels, but are subject to police control.

* * *
 Nearly a thousand French children who have been cared for by our Red Cross societies since November last have left Geneva at the end of last month to return to their homes.

* * *
 Two wooden huts have been sent from Switzerland to Sedan. They will serve as nurseries and will replace in part installations destroyed in the war.

* * *
 The first serious accident in our coal mining industry is reported from Hüswil (Lucerne) where brown coal in comparatively large quantities is being mined. In a pit named Zell where about fifty miners out of a total of 150 were engaged on operations a considerable though gradual subsidence of sand and moraine occurred burying seven miners. Rescue work was at once taken in hand but had to be stopped on account of a further subsidence. It is stated that the contractors were aware of the danger and had placed a warning post at the particular spot; the miners were warned in time and were able to reach safety but seven of them in an endeavour to save tools and other implements were caught by the avalanche of debris.

* * *
 An avalanche caused by the heavy fall of snow at the beginning of last month in the upper Ticino was responsible for the death of Walter Sulzer-Schaub, aged 47, proprietor of metallurgical works in Oerlikon. He was on a skiing tour with his daughter, and the accident happened in the Bedretto valley when they were negotiating the ascent to the Cristallina cabanne.

Two more ski-runners, Werner Ochmann and Louis Meier from Thalwil, have not been heard of since January 1st; they were known to be following the sport in the Bedretto valley.

A similar casualty is reported from the Schuichigraben in the Melchtal when a tree feller, Otto Durrer, aged 45, from Sarnen could not be extricated in time.

* * *
 Two ski excursionists who have been missed since January 2nd in the Mönchalptal (Grisons) and who have been searched for during a whole week by nine independent rescue parties have been given up as lost; they are Erwin Engelhard and Lotte Bachmann, both from Wipkingen (Zurich).

* * *
 A gang of sixty smugglers were surprised by frontier guards near Campo Cologno (Grisons) where an enormous illicit trade in coffee is carried on into Italy; half of them were arrested.

* * *
 On the first of March next it will be a hundred years since the first postage stamps were issued on the Continent. They were the Züri-Vier and Züri-Sechs and were followed soon afterwards by the Geneva cantonal stamps and the Basler-Tübli. The occasion is to be commemorated by the issue of a centenary stamp of ten centimes without surtax, centenary blocks of these stamps, a luxury sheet of twelve enlarged imperforated stamps (which can be cut out and used in the ordinary way) and an illustrated jubilee brochure entitled "100 years of Swiss postage stamps." The first two items are already on sale at the Swiss post office while the last two have to be ordered beforehand.

Not many of us have the good luck of paying a visit to our homeland and we are always anxious to listen to the experiences and impressions of the fortunate ones although they have nothing new to tell us. The following is reprinted from the "Brighton Gazette," January 30th: "A wartime journey to Switzerland, neutral island in the midst of Axis and Axis-occupied countries, has been made by Mrs. F. Kung, wife of the proprietor of the Dudley Hotel, Hove, and she told a *Brighton and Hove Gazette* reporter how glad she was to get back to England, where wartime restrictions and hardships pale into insignificance when compared with what she saw on her continental travels.

Mrs. Kung is a Swiss and she found that in her own country, centre of occupied Europe, bread rationing had come into force just prior to her arrival, and that bread coupons had also to be used for all pastries and cakes, with the result that these luxuries were seldom seen on the family table.

Ration cards had to be given up for all restaurant meals, and fuel has been cut down to 25 per cent. of pre-war consumption — an enforced, not a voluntary cut which has imposed real hardship on the Swiss people. There is bread rationing, too, in non-combatant Spain where, though luxury goods can still be bought at a price, there is real food shortage.

Mrs. Kung, who has made her home in this country since she was married twelve years ago — her husband, also a Swiss, has been in England since just after the last war — obtained permission to visit her native land when her mother lay dangerously ill in August. She flew to Portugal and travelled by train from Lisbon through Spain and unoccupied France, stopping to change trains at Madrid, Barcelona and Narbonne. The journey which in peacetime, had taken three-and-a-half hours by plane lasted for nine days, but in Mrs. Kung's own words it was "pleasant and comparatively uneventful despite the inevitable wartime difficulties and restrictions."

Transport services were naturally very much cut down, the trains were overcrowded and at Lisbon she had to wait two days for her connection. But the carriages were comfortable and the restaurant service good except in unoccupied France, where there was a very great scarcity of food. Although ration cards were issued at the frontier they were of little use since

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mineral waters were about the only form of refreshment which could be purchased, and Mrs. Kung was very grateful indeed for the provisions which she had, on good advice, obtained in Portugal against hunger on the journey.

The officials, Mrs. Kung told me, were always helpful and on the return train journey from Switzerland to Spain she was fortunate enough to obtain a sleeper.

In Lisbon Mrs. Kung found that the best of everything could be enjoyed at the best hotels; but for the bulk of the people food was scarce and expensive and little could be obtained except through a 'black market.' There was also a great deal of begging in the streets. Most noticeable shortage was of taxicabs which, scarce when she stopped in Portugal on the outward journey, were simply unobtainable two months later, so that luggage from station to hotel had to be carried.

In her own country many hardships besides those of bread and fuel rationing were being cheerfully accepted by a people who had courage born of their freedom.

Although Mrs. Kung had planned to stay two weeks at her home in St. Gallen she had to wait another six weeks for her visas to come through. Lucky enough to catch a plane from Barcelona, she made the return journey in six days, and arrived home in England just two weeks before unoccupied France was taken over by the Germans."

* * *

From a correspondent's letter in "*The Times*," February 8th, we learn that "the British Legation weekly paper has a circulation of 800,000 rising by about 400 copies a week. It is published in English, French and German. The German Legation sheet — French and German editions combined — has a circulation of under 9,000." We have always been told and believed that English propaganda in Switzerland is poor but in view of the increasing preference for the English news sheet our people need no further tonic.

* * *

It is officially announced in Berne that 380 young Alsations recently crossed the border into Switzerland to escape German conscription. They were all interned and placed under military guard. The frontier guard has been reinforced.

SWISS STOCK EXCHANGE PRICES.

Through the courtesy of the London Office of the Swiss Bank Corporation we are enabled to publish the quotations of some of the leading stocks on February 17th, 1943.

Swiss Bank	...	...	504
Crédit Suisse	...	...	556
Banque Fédérale	...	...	355
Suisse Réassurances	...	...	3700
Nestlé	...	...	987
Industrie Aluminium	...	...	2600
Brown Boveri	...	...	605
Ciba	...	...	4850
Motor Columbus	...	...	356
Ateliers Oerlikon	...	...	495
Sulzer	...	...	993
Cia. Italo-Argentine	...	...	155
Fischer	...	...	880
Saurer	...	...	710
Jura-Simplon $3\frac{1}{2}\%$	...	...	101.50
Confederation 3% 1936	...	...	102.10

SWISS RAILWAY TRAFFIC.

In the present war the Swiss Federal Railways are in a position far different from that of 1914-19. The difference is due partly to the fact that the last war practically the whole of the working was still with steam, and supplies of coal from both France and Germany were well-nigh cut off; this condition precipitated the first Swiss main-line electrification, on the Gotthard route. Electrification since has been so rapid that, with the exception of a few unimportant branches, the working is now entirely electric; and with hydro-electric generation virtually the only limit to carrying capacity is the rolling stock available. The second explanation of the difference is that Switzerland, a neutral island amid a sea of Axis belligerents, provides the most direct route between two of the latter, and thus is pressed heavily in the carriage of freight, especially coal. Added to this, much Swiss manufacturing is at its highest productive level, with consequent heavy freight traffic; and acute shortage of petrol has driven a great deal of internal passenger traffic from road to rail. Thus, whereas during the war of 1914-19 Swiss railway traffic receipts showed a steady decline, during the present war there has been a steady increase of such magnitude as to put all previous traffic records in the shade. For example, whereas gross receipts in 1916 were only 90 per cent. of those in 1913 — the last full peacetime year — those in 1941 were 141 per cent. of the 1938 figure; and the comparison is still more favourable in the present war than in the last in view of the fact that, whereas in 1916 working expenses were still 97 per cent. of those in 1913, those of 1941 have increased only 14 per cent. over the 1938 level, as compared with the 41 per cent. increase in receipts. Increased freight traffic is mainly responsible for more than doubling the traffic receipts of the 1913-16 period in the present war; passenger receipts, which fell from 85.8 to 63.8 million Swiss francs from 1913 to 1916, have risen from 132 to 163 million from 1938 to 1941. The difference between 63.8 million in 1916 and 132 million in 1938 is an eloquent testimony to the value of electrification.

The result last-mentioned has been achieved despite successive reductions in tariffs. For example, the average earnings a passenger-km. in 1913 were 3.68 centimes, and by 1920 they had risen to 6.16 centimes a passenger-km., but by 1938 the return was 4.60 centimes, and, by 1941, 4.24 centimes, or 78 per cent. of the 1920 figure. Examination of the statistics shows that in the last war the most depressed year was 1915, and that in 1916 the tide was just turning; that in the present war the increase was relatively gradual from the last full peacetime year of 1938 to 1940, but that in 1941 a sharp upward turn took place, as, for example, in gross receipts — 323 million francs in 1938, 398 in 1940, and 455 in 1941. The division of the passenger receipts has been interesting. General traffic (single, return, Sunday, and round-trip tickets) has amounted in these three years to 90.2, 84.4, and 95.3 million Swiss francs, respectively; group tickets (schools, societies, and families) to 9.8, 3.3, and 7.4 million; season tickets to 18.3, 18.9, and 27.3 million; military tickets to 0.2, 17.8, and 15.4 million; and other traffic, including supplements for express trains, to 13.5, 11.9, and 16.2 million. Among these groups, perhaps the most remarkable increase has been in that of season-ticket holders, from 1940 to 1941, by more than