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NOTIFICATION.

LA LEGATION DE SUISSE a l'honneur de rappeler à tout citoyen suisse établi dans le Royaume-Uni de Grande-Bretagne et d'Irlande l'obligation de se faire inscrire au registre d'immatriculation ou de renouveler cette inscription pour l'année courante auprès du représentant suisse de l'arrondissement dans lequel il a son domicile, à savoir:—

**1.—Arrondissement de LONDRES géré par la Légation de Suisse,
(32, Queen Anne Street, W.1.)**

Comtés de Bedford, Berks, Buckingham, Cambridge, Cornwall, Devon, Dorset, Essex, Hants, Hertford, Huntingdon, Kent, London, Middlesex, Norfolk, Northampton, Oxford, Somerset, Suffolk, Surrey, Sussex, Wilts, ainsi que les îles de Wight et de la Manche.

**2.—Arrondissement de LIVERPOOL, M. A. J. Fontannaz, Consul.
(9, Rumford Street.)**

Liverpool et les districts maritimes du Cheshire et Lancashire, ainsi que les Comtés de Cumberland, Gloucester, Monmouth, Shropshire, Westmoreland, principauté de Galles (Wales), l'Irlande et l'Île de Man.

**3.—Arrondissement de HULL, M. W. Thévenaz, Consul.
(Lloyd's Bank Chambers, Market Place.)**

Hull et les Comtés de Durham, Lincoln, Northumberland, Rutland et de York, à l'exception des villes de Bradford, Dewsbury, Halifax, Huddersfield et Leeds.

**4.—Arrondissement de MANCHESTER, M. A. Guggenheim, Consul.
(11, Albert Square, P.O.B. 502.)**

Manchester et les parties du Cheshire et du Lancashire non comprises dans le district du Consulat de Liverpool, ainsi que les Comtés de Derby, Hereford, et les villes de Bradford, Dewsbury, Halifax, Huddersfield, Leicester, Nottingham, Stafford, Warwick et Worcester, et les îles du Comté de York.

**5.—Arrondissement de GLASGOW, M. A. Oswald, Consul.
(58, Renfield Street.)**

Toute l'Ecosse.

L'immatriculation pourra se faire par lettre et contre remise des papiers suisses d'identité, livret de service militaire, et l'émolument prévu (la première inscription frs. 10.—, la re-inscription annuelle frs. 5.—; l'épouse et les enfants mineurs d'un citoyen suisse sont dispensés du paiement de l'émolument; les personnes nécessiteuses pourront également en être dispensées, soit en totalité, soit en partie).

Les émoluments perçus pour l'immatriculation reviennent entièrement à la Confédération et sont affectés à la protection des Suisses à l'étranger. Les Autorités fédérales comptent, par conséquent, que tout Suisse établi à l'étranger mettra son point d'honneur à se faire immatriculer.

Les citoyens suisses sont également invités à vouloir bien notifier tout changement de leur état-civil ou de celui de leurs familles, et de leur domicile.

LEGATION DE SUISSE,

32, Queen Anne Street,

Janvier, 1921.

Cavendish Square, Londres, W.1.

ALL COMMUNICATIONS TO BE ADDRESSED TO—

THE EDITOR, THE SWISS OBSERVER,
21, GARLICK HILL, E.C. 4.

RANDOM JOTTINGS IN SWITZERLAND.

The tendency towards inducing the working classes to agree to *reductions in wages* is pretty general now amongst Swiss manufacturers, who maintain that measures of this nature are absolutely necessary in order to restore the economic life of the country. The argument mainly adopted is that, as a substantial slump in prices has taken place, wages, too, should be cut down. Opinions vary, however, as to how far measures of this kind should be accepted. Many representatives of Labour deny that prices have yet gone down far enough to justify any appreciable reduction of wages. The index-number for February 1st shows a retrogression in the cost of living of 2.31% compared with that of January 1st, and of 9.27% when compared with October 1st, 1920.

* * *

The *administration problem* is going to be discussed once more in Switzerland. In these days of heavy expenses, when all citizens are overburdened with taxes, the dissatisfaction with the work of the administration grows more and more intense. This dissatisfaction is most strongly felt with regard to the management of the Federal Railways. Many people have been fed up with it for a long time. Again and again for many years the view has been expressed that this administration should be reorganised. However strongly that need has been emphasized, the practical effects hitherto have nevertheless been negligible. Interested politicians and functionaries have always succeeded in thwarting any scheme of reform. Since it seems impossible to improve matters by the Councils, an effort is at last being made to reach some betterment in this direction by appealing to the people. A committee has been formed in Saint Gall and has launched an initiative—called the *Initiative Schwendener*—which demands that an article be inserted in the Constitution, urging that the whole federal administration be strongly managed on business lines. This should concern especially the *Federal Railways*. An Act of Parliament should interpret this article in detail. It should foster strict economy and simplification and be able to eliminate henceforth all red-tape tendencies. The text of the initiative could be clearer and more lucid than it is. The initiative will nevertheless have very considerable success. Too widespread is the feeling to-day that our administration is working in a very inefficient manner.

The Executive of the Radical-Democratic Party has recently finished the drafting of a scheme for the *Reform of the Federal Administration*, which the Central Com-

mittee and afterwards the Congress of the Party will discuss. The scheme emphasizes that the public services (Railways, Post, Telegraph, etc.) should be self-supporting and be managed purely on business principles. No needless duplication of work should be tolerated henceforth. Subordinate officials should be endowed with much more active responsibility than hitherto, a thorough-going scheme of *decentralisation* should be adopted. The problem of the position of the employees should be earnestly studied. The employees should have a direct interest in the administration they serve by being conceded the right to elect delegates with a consultative voice. Disciplinary Courts should be established. The heads of the public services shall be liable to answer interpellations in the Chambers. A Court for Administrative Affairs should be constituted. Dealing in detail with the Federal Railways, the scheme forecasts among other items the substitution of Councils of Experts for the present District Councils. The existing five Railway Districts should be reorganised as three. To these principal proposals are added similar ones for the Postal and Telegraph administrations, the most important point of which is that they should also have a Council of Experts like that proposed for the Federal Railways.

A minority of the Executive would go even further. It would like to have the Federal Railways organised as a service possessing complete *autonomy*. The federal authorities would retain merely the right of veto. The railways would be managed absolutely like a *private concern* by a board of administration and a board of directors. Its functionaries, as well as the large economic associations of the country, would delegate representatives to the board of administration. The other members of the board would be elected by the two Chambers.

The Eidgenössische Sängerverein tried last year to get us a new national anthem by means of a competition. It was often felt that "Heil Dir, Helvetia" did not embody the characteristics of a genuine national anthem, not only because it is sung to the same tune as "God save the King" and "Heil Dir im Siegerkranz," but also because many people found its words somewhat too boastful. It was, however, difficult to reach agreement, so many desiring to enthrone one or another of the existing patriotic songs as the national anthem. The above Association decided therefore to invite Swiss poets and composers to compete in the production of a new anthem. 200 poems and 150 tunes were sent in, but the sittings of the jury showed clearly that salvation is not to be expected from the Great Unknown Poet. As Dr. Korrodi writes in the "Neue Zürcher Zeitung": "The good pieces were known already." The Literary Committee did not receive a single poem of such outstanding merit as would seem likely to lead to the expectation of its becoming the generally acknowledged anthem. A second competition, more limited than the first, should secure them now a final result. The question whether it will really be possible to get a new anthem by such artificial means remains therefore open for the moment.

P. L.

NOTES & GLEANINGS.

Notwithstanding contradictory statements which continue to appear in the daily Press, there are now clear indications that the exciting run of the "Vilna Comedy" will in the near future come to a peaceful end.

The erstwhile sombre clouds on the political horizon,

more due to artificial creation than anything else, have been pierced and are assuming that silver lining which brings relief to the over-anxious—and well-deserved disappointment to those hasty journalistic schemers, ever ready to foment misunderstanding and consequent trouble, if only for the purpose of providing sensational reading matter for their papers.

It is a pleasing feature and one which will doubtless receive full appreciation from the proper quarters in France and Belgium, that Swiss efforts to contribute towards alleviation of the terrible ravages wrought by the late war in the stricken regions, continue to be made, as is evident from a little report in *The Times* (March 15):—

"The Swiss Farmers' League has collected the sum of 365,000 frs. in order to buy cattle as a present to the war-stricken regions of France and Belgium. The plan could not be carried out earlier owing to the prevalence of foot-and-mouth disease. Delegates of the Society of French Agriculturists and of the Belgian Ministry for Agriculture will be asked to take over the cattle at Basle."

The Westminster Gazette (March 17) publishes the following article from its Geneva Correspondent:—

"Lucerne, hitherto known as the most frequented of Swiss tourist centres, is now likely to become the seat of an international Roman Catholic University. Two large hotels, built not long before the war, and intended mainly for wealthy American tourists, are to be bought for the sum of 15,000,000 frs., and one of them will be used for the University itself and the other for a residential building for students and professors. Strange as it may seem, the money is said to be supplied mostly by Roman Catholics in the Rhine Provinces, but the Vatican is also financially interested in the project, the sole opposition to which comes from the one other Swiss town which has a Roman Catholic University—Fribourg, in French Switzerland. Fribourg has hitherto had a fairly large number of Roman Catholic students from other countries—indeed, it has mainly depended for its existence upon its university and its foreign students. Consequently the old town is very much perturbed, saying that if Lucerne has a Roman Catholic University, what is to become of Fribourg?

"Accordingly Fribourg has sent a deputation to the Vatican, imploring the Holy See to say that if Lucerne has a university it must be only on condition that it does not injure Fribourg; and that a Lucerne University should be on the lines of Maynooth College, near Dublin—in other words, a priests' seminary. Something like a scission has arisen between French-speaking and German-speaking Swiss Roman Catholics over this matter, and the Vatican will need all the tact of Anatole France's famous Cardinal Archbishop in 'L'Anneau d'Améthyste' to settle this more than thorny question. The German-speaking Roman Catholics declare that Fribourg University is purely French-speaking, and they want a German-speaking university, especially now that so many Roman Catholic educational establishments in Austria have become effete.

"The Lucerne hotelkeepers, of course, look favourably upon the project of a Roman Catholic University there, which would bring grist to their almost empty mills, and prevent Lucerne being so dead-alive and dull during the winter months.

"Many Swiss hotels, indeed, may now be imagined as saying: To what strange uses do we come! The largest and best of them all have become the secretarial offices