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of studying this special form of treatment on the spot. The result of this investigation bears out the opinion of many medical experts, and goes to show that the Spahlinger treatment undoubtedly possesses distinct possibilities. However, it is not possible for a considered opinion on the scientific soundness of Professor Spahlinger's methods to be given unless and until he is prepared to have the complete technique and details of the preparation of his serum and vaccine submitted to scientific investigations. Repeated representations have been made to him with this object in view, and financial undertakings have been promised to him in the event of his agreeing to follow out this course and of the results being considered satisfactory."

I am rather surprised at the definite statement made in the concluding sentence. If true, it places Dr. Spahlinger in a somewhat unfavourable light in the eyes of the profession and the public. What I had gathered up till now was that he always resolutely refused to disclose details of his serum for commercial exploitation.

Motoring in Switzerland.

I have in previous issues given publicity to criticism levelled against the imposition of road taxes when motoring in Switzerland, and I am pleased to give the other side a hearing. A correspondent in the *Autocar* (Nov. 26th) compares conditions in this country with those in Switzerland, and says:—

"Your correspondent Mr. Douglas Fawcett complains, and with reason, of the taxes he had to pay on certain mountain roads and passes during his excursion in the Swiss Alps, taxes which constitute, says he, 'one of the many vexatious innovations with which the Swiss are harrying motorists.'"

Would you oblige by publishing the following paragraph from an article which appeared a week later in the *Oversseas Daily Mail*, entitled "Bridge Tolls:—

"It is rather astonishing to learn, now that motor cars and motor coaches have made us a nation of home travellers, that there are still 64 toll roads and 127 toll bridges in this country (England). Motorists and motor vehicle users are naturally protesting. They all pay State taxes towards the making and maintenance of roads. On the top of that there are these private taxes levied!"

Switzerland thus finds herself in very good company, even after taking into account the difference between your tolls and ours.

In England the tolls concern bridges and roads which do not reach altitudes of from 4,000 to 6,000ft. or more, and of which the upkeep ought not, in consequence, to be very onerous.

Long ago such tolls, which did exist on certain roads and bridges in Switzerland, were abolished, and if, on the other hand, tolls on mountain roads have been recently re-instituted, on account of the intensive automobile traffic, the cause is that the upkeep of these roads is extremely expensive, as Mr. Fawcett himself had the proof when in midsummer he was prevented from crossing the Saint Bernardino by an earth avalanche.

The Swiss nation will shortly be called upon to vote the acceptance of a federal law governing automobile traffic, a law which anticipates the suppression of these taxes.

The revenue which they procured up to now to the cantons that applied them will be replaced by the tax on petrol, part of which, added to special subsidies, will be devoted to the upkeep of mountain roads and passes."

The Swiss Stage.

A short note in the *Stage* (Nov. 25th) refers to the financial crisis through which most of our municipal theatres at home are passing:—

The Swiss theatre is passing through a financial crisis such as has been previously unknown. Geneva, Zurich, Bale, Lausanne, Berne, all towns, large or small, are to-day sufferers in common. An example which is typical is the Municipal Theatre of Berne, opened in 1903, whose interior is a copy of the Opéra Comique of Paris. After twenty-three years of activity its existence is in peril. A tax put upon all spectacles in the town—concerts, cinema, football matches, lectures, etc.—has for many years enabled the municipality to give a subsidy of £13,000 annually; but in spite of this a debt of £8,000 has accumulated. Artistic Berne, capital of a serious-minded and intelligent country, applies the rule of contraries to its theatre, for it is the revue and light dance programme that fills 63 per cent. of the seats. After consideration, and not without much public opposition, the town authorities have, by their withdrawal of the subsidy, closed the theatre doors; and it is probable that in the near future this once-famous theatre will join the ranks of the many that have been given over to impresario. Well may we cry "O Berne, Quo Vadis!"

Swiss Cheese.

With reference to my remarks a fortnight ago, a correspondent sends me the following information and explains why the genuine article cannot be obtained in this country. "Petit Gruyere" no

longer denotes the origin, but is being used in other countries to describe a cheesy concoction daintily wrapped like chocolates:—

"Ancient your article in Friday's *Observer*, I am able to state that I have brought the first lot of 'Emmenthaler' to this country some 40 years ago that ever was imported into England. I introduced the cheese to the two best known retailers in the City, but they reported that the public did not like it, owing to the strong flavour, and discontinued to sell it; it got the nickname of 'weeping cheese,' owing to the trickling of drops of water from it, but which really only proved the well matured quality of the cheese.

After this I brought over what was called the *real* Gruyere cheese, which was made by the farmers up the mountains and brought down on the backs of donkeys or mules. This cheese was not liked principally because it had no holes in it, but connoisseurs, of course, preferred it, owing to its flavour, to the factory make."

Socialists.

In view of the hue and cry which has been raised in the Swiss Press against the traditional promotion of Robert Grimm, the present vice-president, to the presidency of the National Council, the following report on the meeting of the Swiss Socialist Party will be of interest. The report is written by Halvard M. Lange, a well-known Norwegian socialist and student of political economy, and appeared in the *New Leader* (Nov. 19th); in it Grimm is not arrayed in the robes of a grim dictator, but appears as a sincere apostle of universal peace:—

By 249 votes to 71, and 31 abstentions, the National Conference of the Swiss Socialist Party has decided to join the Labour and Socialist International, thus ending an isolation which has lasted since the dissolution of the Vienna Union in 1923.

By a second vote of 190 to 101, and 60 abstentions, the Conference decided to accompany the application for affiliation by a statement, re-affirming the programme of the Party, its faith in extra-Parliamentarian and revolutionary action, its opposition to all policies of coalition and to all war, defensive as well as offensive.

In fact, if not in form, the decision to join the L.S.I. is a victory for the pacifist and "democratic" minority of the Party, who have consistently advocated this course ever since the reorganisation of the International at Hamburg, Whitsun, 1923. Up till now the majority of the members, however, under the leadership of Robert Grimm, have opposed the entry, preferring to "wait and see." The aim of their international policy has been, and still is, the formation of an all-in proletarian International, capable of united action in war as well as in peacetime. They have not felt that either the constitution or the activity of the L.S.I. and the affiliated Parties up till now have given sufficient proof that the new International is determined not to repeat the errors that led to the disaster of 1914.

On the other hand, they have wanted to keep in touch with the Third International, hoping to serve as an intermediary between the two bodies when the time for reunion should come. The 102 who opposed the decision to join, or abstained from voting, hold that nothing has happened to justify a change of this attitude. The pacifist minority, on the other hand, while endorsing the criticism of the L.S.I. as regards its weak attitude on the problem of defensive war, have long urged that the right course would

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Federal Railways 3½% A—K	81.35	82.67
" 1924 IV Elect. Ln.	100.70	100.62

SHARES.	Nom	Nov. 30	Dec. 7
Swiss Bank Corporation	500	775	786
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Union de Banques Suisses	500	662	672
Société pour l'Industrie Chimique	1000	2540	2547
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Soc. Ind. pour la Schappe	1000	2785	2725
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