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Autor: [s.n.]
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für *kondensierte Milch*. Der Export hat sich stark vermindert und kann nur mit erheblichen, staatlichen Zuschüssen einigermaßen aufrecht erhalten werden.

Diese *Umkehrung der Verhältnisse auf dem Milchmarkt* bringt es mit sich, dass der Milchproduzentenverband für absehbare Zeit auf jede direkte Zuwendung von Bundesmitteln verzichten kann, es sei denn, es kämen neue Störungen. In diesem Verband hat sich inners Jahresfrist die finanzielle Situation um 23 Millionen Franken verbessert. An Stelle des jährlichen Defizites von 9 Mill. Fr. steht ein Aktivsaldo von über 14 Millionen Franken.

Für das Milchjahr 1940/41 sind die *Preise* jetzt endgültig geregelt. Ab 1. April 1940 ist mit Zustimmung des Bundesrates der Grundpreis, also der Produzentenpreis für die Milch auf 22 Rp. für den Liter erhöht worden. Einen Aufschlag des Konsummilchpreises um 2 Rp. lehnten das EVD und der Bundesrat ab. Die Preise für Butter und Käse bleiben auch nach der Erhöhung des Milchpreises unverändert. Die *Indexziffer der Nahrungskosten* ist für den April um 7,4% gegenüber dem Monat August 1939 und um 1,6% gegenüber dem Monat März gestiegen, wozu die Preiserhöhung von Milch und Brot die wesentliche Ursache war.

Nach diesen Streiflichtern auf die gegenwärtigen Verhältnisse in der schweiz. Landwirtschaft möge ihrem ersten Vertreter, dem früheren *Bauernsekretär* Herrn Prof. Dr. Laur das Wort gegeben werden. Bei Eröffnung der 15. Generalversammlung des *Internat. Institutes für Ackerbau*, welche in Gegenwart des Königs von Italien und der Delegationen von 59 Mitgliedstaaten stattfand, hob Prof. Laur hervor, dass es alle Völker der Erde begrüßen würden, ihren Boden in einer *Atmosphäre des Friedens* bebauen zu können und er erwähnte die Schweiz, die es der Bevölkerung verschiedener Sprachen, Religionen und Lebensgewohnheiten gestattet, auf einem kleinen Territorium zusammenzuleben. Aber die Bewohner sind eng verbunden durch den Willen, über die Prosperität und Unabhängigkeit ihres Landes zu wachen. Die Schweiz zählt auf die Freundschaft aller Völker!

SWISS ELECTRIFICATION.

(“*Railway Gazette*,” 21.6.40.)

The extraordinary efficiency and capacity of the electrified sections of the Swiss Federal Railways are very apparent to the traveller in Switzerland. Electrification of the Federal system was begun about 35 years ago, and received a great impetus after the last war. A great deal of experimental work had to be done before conversion became a practical proposition, but, particularly in view of the abundance of water power which could render the railway system almost independent of foreign fuel, certain leading officials were strong in supporting continued conversion, until now approximately 90 per cent. of the traffic is hauled electrically. In the 1939 report of the Swiss Federal Railways the Administrative Board says that it would not have been possible for the Federal Railways to have dealt with the exceptional requirements of traffic during the last eight months, and consequently to achieve the resulting increase in receipts, had not the highly developed electrification of the system enabled the whole traffic to be handled without having to

worry about lack and increased cost of fuel. The board felt it a duty to express thanks to the men who, with unfailing energy, had devoted a considerable part of their careers to the electrification of the Federal Railways, undeterred by the many attacks to which they were subjected. Reference was made particularly to Mr. Anton Schrafl, for many years President of the general management, who might contemplate his life-work with legitimate satisfaction, and to three other men, who died last year, and to whom gratitude was due for their efforts on behalf of electrification, namely Federal Councillor Robert Haab, who both in the general management of the Federal Railways and later as Chief of the Federal Department of the Post Office and Railways, placed the whole force of his personality at the service of a cause which he felt from the first to be of paramount importance; Mr. E. Tissot, of Basle, who presided over the commission of enquiry into the question of railway electrification; and finally, Mr. Emile Huber-Stockar, who as Chief Engineer and Technical Adviser to the general management largely contributed to the success of the great electrification undertaking.

THE DEATH OF THE LEAGUE OF NATIONS.

(“*The New Statesman and Nation*,” June.)

(Continuation)

This is not a moment for an assessment of the direct responsibility for the final breakdown. It is a truism so say that the State Members of the League destroyed it by their progressive disregard of the Covenant and a powerful argument can be built up against each of the great Powers as mainly responsible. Or put it another way and say that the failure is due to a social system in which States were organised in the interests of those who desired not a new world, but the retention of the *status quo*. One day the full story will be written. Among other factors it will be shown how the weariness and exhaustion of the world after 1918 led, as one of its after-effects, to the occupation in nearly every country of all outstanding positions by frankly second-rate men. With few exceptions and apart from a few episodes like Locarno, international affairs were handled by men without vision and courage, by yes-men who owed their careers to those very qualities or lack of qualities which made them unable to act, by diplomatists and civil servants without imagination and with an instinctive fear of taking responsibility. The men who would perhaps have been able to lift the world out of its progressive decay were either in opposition to the powers of the day or lay rotting in the fields of Flanders and the plains of Poland and Russia. To watch the diplomatists at close range during a crisis at Geneva was to know despair and impending doom.

The League organisation was not itself responsible for this spirit of timidity, but there was something intangible in the Geneva atmosphere which encouraged such an attitude. Truly the *esprit de Genève* was first and foremost a spirit of good will and international co-operation, but it was also a spirit of self-deception and make-believe. Nowhere outside Geneva — not even in the Imperial and Royal Chancelleries of the eighteenth century — could be found such a belief in *taboos*, in the magic value of the mere formula, such readiness to get over difficulties by