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à la hausse. Celle-ci ne s'explique pas entièrement par l'augmentation du prix des marchandises que nous devons encore importer et par les frais de transports dont elles sont grevées. En outre, une bonne part de ce renchérissement est dû à la pression des paysans suisses qui, heureux de retirer enfin de leur travail une rémunération équitable et suffisante, ne savent pas s'arrêter en si bon chemin et présentent sans cesse de nouvelles revendications. D'ailleurs, la plus stricte objectivité nous force à constater que nos agriculteurs ont retiré ces années dernières un revenu trop modeste de leur rude labeur et que, du simple point de vue humain, leur attitude nouvelle peut s'expliquer, sinon se comprendre. Nous devons dire aussi que beaucoup de consommateurs, par leur manque de discipline, par leur crainte panique de manquer du nécessaire, sinon du superflu, par leurs expéditions dominicales à la campagne, par leurs offres de prix surfaits, se sont révélés des tentateurs auxquels il était difficile de résister : c'est à leurs agissements que nous devons le développement du marché noir dont on se plaint aujourd'hui à juste titre.

Immanquablement, cette augmentation du coût de l'existence devait provoquer des revendications de salaire. Elles ont été accueillies favorablement par les employeurs qui, plus que jamais, en face du danger extérieur, sont conscients de leurs devoirs sociaux. Mais depuis que l'augmentation générale a atteint le niveau de 30% et qu'elle menace de le dépasser, il devient nécessaire de majorer les revenus des travailleurs dans des proportions qui exposent l'économie nationale à de graves dangers. Ces salaires augmentés provoqueront, à n'en pas douter, une nouvelle hausse des prix, parce qu'on ne peut pas maintenir à la longue un écart trop considérable entre la rémunération du travail agricole et celle du travail industriel, parce que les paysans se procurent à la ville des marchandises et des denrées qui sont grevées des frais de main-d'œuvre onéreuse. A son tour, cette nouvelle hausse des prix risque de provoquer de nouvelles revendications de salaires. On sait comment l'on s'engage dans cette voie. On ne sait pas comment on en sortira. Plus exactement, on sait qu'elle mène infailliblement dans l'impasse de l'inflation.

Or, des ravages de celle-ci, nous ne voulons pas. Après l'autre guerre, nous avons été bien placés pour observer la misère des peuples dont la monnaie nationale n'était pas restée saine. Nous savons qu'elle fait le jeu de certains profiteurs peu intéressants, mais qu'elle consomme rapidement la ruine de toutes les classes de la population, qu'elle engendre des conflits sociaux et de graves troubles politiques. C'est pourquoi, appuyées par une opinion publique unanime, nos autorités s'emploient en ce moment à élever une digue contre ce danger. Elles souscrivent à une adaptation des salaires les plus modestes, parce que les frais du renchérissement ne peuvent pas être supportés par tous les citoyens. Elles entendent freiner l'augmentation des prix. Elles sont décidées à venir en aide à tous ceux qui le méritent et auxquels un sort défavorable ne permet pas de faire leur part de sacrifices.

A n'en pas douter, nous réussirons dans cette entreprise. La Suisse, ce faisant, ne pense pas seulement au présent. Elle voit loin et regarde vers l'avenir. Elle sait que, si elle veut participer à la construction du monde de demain et y trouver sa place, elle doit conserver une économie nationale aussi saine que possible. Ruinée par une aventure, elle ne trou-

verait pas en elle-même la force de reconquérir les positions qu'elle s'est acquise par un labeur de tout un long siècle. C'est assez dire qu'elle garde la tête claire et que son intelligence saura déployer autant de vertus que le cœur qu'elle met à défendre son indépendance.

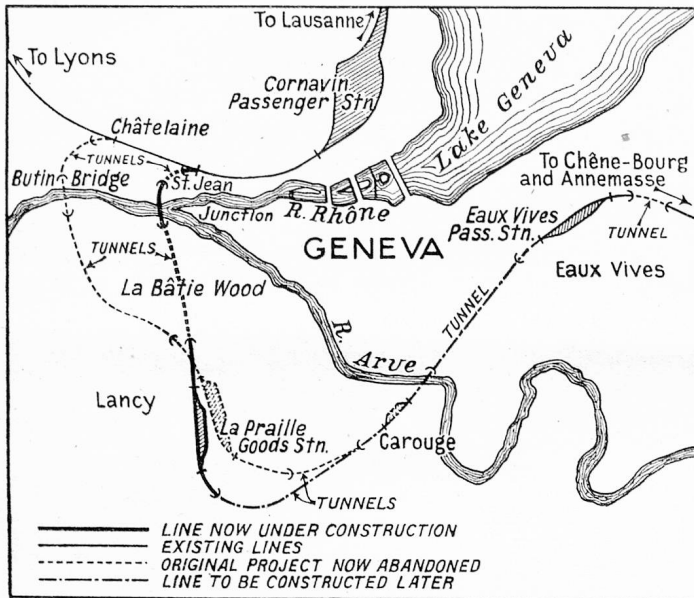
Pierre Béguin.

THE RAILWAY JUNCTION SCHEME AT GENEVA.

(*"The Railway Gazette,"* September 26th, 1941.)

The inauguration by the Swiss Federal Railways, in January of this year, of work on the scheme for linking the main Cornavin station at Geneva with the Eaux Vives terminus of the French system, on the other side of the Rhône, brings to a head proposals which have been under way for more than 70 years. The line from Lyons to Geneva, via Culoz and Bellegarde, was opened in 1858, as well as that from Geneva to Lausanne. Eleven years later a convention was signed between the Swiss Confederation and the French Government of Napoleon III whereby the latter, in consideration of certain Swiss customs advantages to be granted to the French inhabitants of certain zones immediately to the south of Geneva, agreed to construct a line from Annecy to Annemasse; this convention, dated November 24th, 1869, was followed by a declaration of the Grand Council of Geneva, on February 9th, 1870, that a line would be built from Annemasse into Geneva and continued across the Rhône to link up with the Cornavin line. Immediately afterwards, the Franco-German war of 1870-1871 broke out, and on its conclusion the French Republic refused to recognise the convention entered into by the previous Government, and, furthermore, on March 24th 1874, decided to build a line from Collonges, near Bellegarde, to Annemasse which would skirt the south of Geneva and avoid Swiss territory altogether. Still pursuing the original idea, however, the Canton of Geneva, on June 22nd, 1877, obtained from the Confederation a concession to construct a railway from the Cornavin station across the Rhône and *via* Carouge and Chêne to the French frontier with a branch from Chêne to Les Vollandes, which is the site of the present Eaux-Vives terminus. On June 14th, 1881, an arrangement was made between Switzerland and France for a line from Annemasse into Eaux-Vives, which was completed in 1888; but meantime nothing had been done to make a start on the continuation scheme to link this terminus with Cornavin.

Construction of the link, which was bound to be a costly task in view of the tunnelling and bridging needed, was now put in the background by other railway considerations affecting Geneva. One, raised in 1892-1893, was a plan for the redemption by the Canton of Geneva of Cornavin station and the Bellegarde line from there to the French frontier at La Plaine. A second, prompted by the approaching completion of the Simplon tunnel, was a grandiose scheme to put Geneva on a through main line from Paris to Milan, by means of a tunnel under the Col de la Faucille, connecting Lons-le-Saulnier with Geneva. Such a route would have shortened the distance from Paris to Geneva, but to Lausanne and beyond would have been longer than the Vallorbe route. By Article 13 of the convention of June 18th, 1909, between Switzerland



and France, Switzerland undertook to construct the Cornavin—Eaux-Vives link as soon as the Faucille tunnel line was complete. But it was agreed between the Canton of Geneva and the Swiss Confederation that the link should not be made dependent on the Faucille tunnel scheme, and that, in view of the importance of the former, the canton, the Government, and the Swiss Federal Railways would bear equal shares in the cost of connecting Cornavin with Eaux-Vives. It may be added that included in the Faucille plan was an elaborate new station to replace Cornavin, situated to the north-west of the latter at Beaulieu. The line from here to Eaux-Vives was to branch from the Bellegarde line near the Châtelaine cemetery, and after crossing the Rhône was to have passenger and goods stations at Plainpalais and Carouge before reaching Eaux-Vives. In the choice of route the Swiss Federal Railways, which would have preferred a shorter and less expensive line, were bound by the 1911 decision of the Council of Geneva.

The location had, in its turn, been confirmed by the bequest of a wealthy citizen of Geneva, named Butin, who executed a will leaving a million Swiss francs to the city for the purpose of constructing a road bridge across the Rhône to connect the suburbs of St. Georges and Aire, well to the west of Geneva. As the location of this bridge was comparatively near that decided for the railway, the city conceived the plan of combining road and rail crossings in a double-deck bridge, with the road on the upper level, and the railway on the lower. A condition made by Butin was that the bridge should be completed not more than five years after his death, which took place in May, 1913, and to secure the bequest it was therefore necessary for the bridge to be finished by the spring of 1918. The works were begun in 1916, but unexpected difficulties, and not least the conditions arising out of the world war of 1914-18, delayed the completion and increased the cost.

Before the Butin bridge had been completed, however, the Faucille tunnel scheme had fallen through, and with it the proposal for a new station at Beaulieu, the decision being reached instead to enlarge and improve Cornavin, which has since been done. This caused the Swiss Federal Railways once again to

study the Ody plan for a shorter link between Cornavin and Eaux-Vives, and the latter offered such advantages in the matter of cost, that the previous decision to use the lower floor of the Butin bridge was abandoned, and the shorter route was finally decided on. This leaves the Bellegarde line 1.3 km. west of Cornavin station, and curving sharply southward under the suburb of St. Jean by a tunnel 210 m. long, crosses the Rhône immediately below the famous "Junction" of the Rhône and the Arve, where the blue water of the former and the silt-laden glacial water of the latter, white in colour, flow side by side and unmixed for some distance. This bridge will be 190 m. long. Immediately beyond, the line will enter a second tunnel, 1,052 m. long, under the La Bâtie wood, and will reach the open valley of La Praille, where a goods station is to be established. This is as far as the project is to be carried for the present. The full scheme involves the boring of two further tunnels, each about $\frac{3}{4}$ mile in length, and the bridging of the Arve at Carouge, to complete a double line 4.5 km. long, which will enter Eaux-Vives from the terminal end, and make an end-on junction with the line to Annemasse. The Grand Council of Geneva has voted a credit of four million Swiss francs, and by agreement between the Swiss Confederation, the Canton of Geneva, and the Swiss Federal Railways, the work, which is now in progress, is being carried out by the last-named.

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Columbus	298	308
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Wehranleihe 3% 1936	102.75	102.60
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