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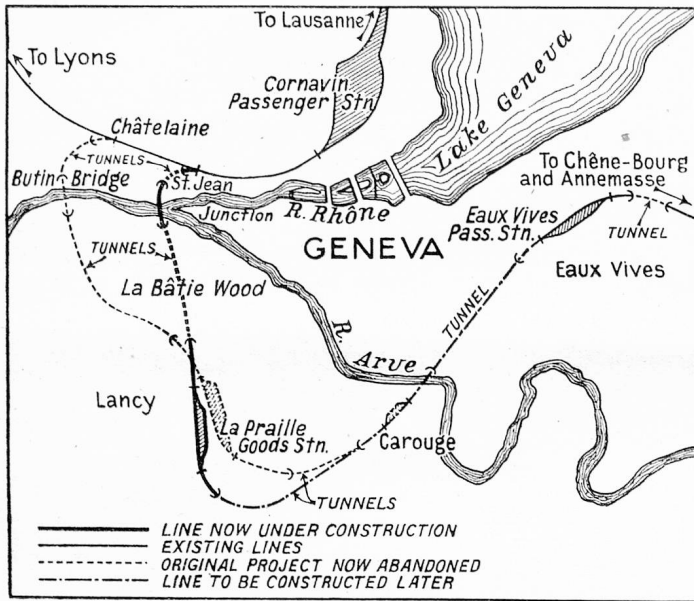
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and France, Switzerland undertook to construct the Cornavin—Eaux-Vives link as soon as the Faucille tunnel line was complete. But it was agreed between the Canton of Geneva and the Swiss Confederation that the link should not be made dependent on the 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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Aluminium Neuhausen	3330	3175
Columbus	298	308
Sulzer	1230	1220
Brown Boveri	276	279
Wehranleihe 3% 1936	102.75	102.60
SBB Jura-Simplon	103.25	103

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