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to push up milk production through the purchase of artificial and imported fodder, and in addition to this find themselves obliged to acquire still more milch-cows. It is Mr. Gottlieb Duttweiler, a very politically active member of the Lower Chamber and Director of the Migros Co-operative Society, who started the Referendum against this Decree. Thus the beginning of the Winter Session of the Swiss Parliament should prove very rich in subjects for comprehensive discussion, with the Referendum taking place on the eve of the first session, and the Budget with the entire expenditure policy of the Swiss Government affording it plenty of scope for its debates.

SWISSAIR'S FREIGHT TRAFFIC STILL EXPANDING

Swissair's air freight traffic during the first nine months of 1960 totalled nearly 21 million ton-kilometres, compared with 17 million in the corresponding period of last year — an increase of 19 per cent. The ton-kilometres offered by Swissair increased in the same period by 15 per cent.

	First nine months of		Increase
	1959	1960	
Total capacity offered in tkm	151,295,000	174,535,000	+ 15%
Freight traffic in tkm	17,170,000	20,514,000	+ 19%

All traffic regions of the Swissair network shared in the increase, headed by the Middle East, which achieved a rise in freight traffic of 15 per cent. Air freight traffic to the Far East was up by 19 per cent, to South America by 15 per cent, and in Europe by 9 per cent. An increase of 12 per cent was recorded on the North Atlantic.

Since 28th September 1960 Swissair has been operating daily passenger services between Switzerland and New York entirely by jets. As the cargo capacity on a DC-8 jet is three to four times larger than on the DC-7C previously used, Swissair — in addition to the DC-6A Cargoliner which can carry up to 10 tons twice a week across the North Atlantic — offers much greater cargo capacity between Europe and North America than ever before.

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